

The Hongkong Telegraph

FOUNDED 1861 六拜禮 號二十月一英港香 SATURDAY, JANUARY 22, 1927. 日九十月二十

Attention!
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SERIOUS HANKOW RUMOUR. REPORTED EVACUATION OF 1,000 FOREIGNERS.

OFFICIAL STATEMENT BY BRITISH GOVERNMENT.

NO CHANGE IN POLICY.

According to a private telegram received in Peking, serious developments have occurred in Hankow, leading to the evacuation of one thousand British and American men. This message has, however, not been confirmed, and no news whatever has been received locally by the naval authorities from any Yangtze ports.

There is evidently a strict censorship prevailing in Hankow, in which connection we give to-day some news circulated by Reuter to Shanghai newspapers which had apparently been censored in Hankow.

In consequence of the British Ministerial consultations on the China situation, Mr. Winston Churchill has abandoned a proposed visit to Egypt.

The British Foreign Office has issued an official communique explaining the object of the naval and military dispositions in connection with the Chinese situation, urging that sensational announcements should be deprecated and disregarded.

Peking, Jan. 22.

A private wire from Hankow says that the situation has developed very seriously, and that 1,000 British and American men are being evacuated.

Up to the present there has been no official confirmation of this.—*Reuter.*

AMERICAN FEARS.

WHY MINISTER WAS ORDERED BACK.

Washington, Jan. 21.

The growing seriousness of the anti-foreign demonstrations and rioting in China, is the reason given for ordering Mr. MacMurray to return to Peking.—*Reuter.*

CENSORED NEWS.

RECENT HANKOW MESSAGES.

Under date of the 17th inst. Reuter has sent the following report to Shanghai newspapers:

"The following are extracts of telegrams from Reuter's Hankow correspondent which appear to have been censored by the authorities at Hankow:—

"It is felt that another crisis is likely to work up in the course of a few days, when the economic effect of the closing down of the British banks and hongts becomes more acutely felt. The British community appears to be determined to sit tight and not budge an inch until permanent amelioration of present conditions is forthcoming.

"The majority of the British residents at Hankow are still housed at the Plaza, as the A.P.C. building is factiously termed. In this improvised citadel they are living under wartime conditions, subsisting on Navy rations and sleeping wherever they find space. A privileged few have been given permanent passes but the remainder are permitted to leave the building only for specified intervals.

"Foreigners arriving from Kiang state that the mob there looted many foreign houses, including that of the Deputy Commissioner of Customs, an Italian. Soldiers finished the job."

BIG SHANGHAI MEETING.

SUGGESTED MESSAGE OF INFORMATION TO HOME.

Shanghai, Jan. 21.

A largely attended meeting of British subjects was held this evening which fully supported a plan by Mr. Bruce Lockhart for propaganda in England with reference to the situation in China. Those present were asked to take steps to inform the people at home of the real state of affairs in China, the suggestion being that leading residents of Shanghai should draw up a considered statement which should be sent to the Press and Members of Parliament and others.

SALT GABELLE.

SERIOUS REVENUE DECLINE.

FORCIBLE RETENTIONS.

Rugby, Jan. 21.

The total Salt Revenue credited in the Group of Banks, after deducting administrative expenses, amounted to \$64,287,000, showing a decrease of \$9,347,000 as compared with 1925, and also a serious decrease as compared with former years since 1915.

OFFICIAL EXPLANATION.

An official statement says that the decrease is due to disorganization of railways and the commandeering of other means of transport for military operations, and military interference with the Salt Administration in the majority of the Provinces. Of the above sum, \$37,389,000 represents forcible retentions made by local authorities without the consent of the central Government and \$10,283,000 retentions with the consent of the central Government. The amount of revenue thus retained does not include the revenue retained by the Kwangtung and Kansu authorities. The former not only prevented the re-opening of the Canton and Swatow offices but caused the closure at Pakhoi. At the end of the year the whole of the revenue was being retained by local authorities except part from Shansi, Changliu and Shantung.

FOREIGN OBLIGATIONS.

The actual amount released for the general purposes of the Chinese Government amounted to \$8,868,000 as compared with \$32,956,000 in 1925. \$9,072,000 was paid on account of foreign obligations secured on the Salt Administration. The yearly service of the Reorganization Loan of 1913 was paid by the Salt Gabelle and subsequently refunded by the Customs. Owing to prevailing conditions the reserve in the group of Banks could not be maintained at the usual \$7,000,000, but at the end of the year amounted to \$4,860,000.—*Reuter.*

For sums up the present policy as, firstly, to avoid any conflict with the various armies engaged in the Chinese civil war; secondly, to rely tentatively on Shanghai's ability to look after its own safety from mob violence; and, thirdly, to have enough ships handy with landing parties if the peril at Shanghai becomes worse than seems likely. In the meantime, no doubt that further efforts will be made to convince the Cantonese Government of the simple truth that Britain is anxious to go very far along the road of conciliation, but cannot give what it is ready to give if it encounters violence without reason and intrigue.

The *Saturday Review* also refers to the British Memorandum opining that the one mistake was that its issue was too long delayed, and that this is only remediable by unwavering fidelity to a policy of moderation.—*Reuter.*

KWANGTUNG UNREST.

MISSIONARIES REACH CANTON.

Chinese reports from Canton state that students in various parts of the province are stirring up anti-foreign and anti-Christian troubles, but that the movement is at present solely confined to extremists.

Recently, a large number of foreign and Chinese missionaries, as well as educational workers, have arrived in Canton from North River districts, where there has been a good deal of anti-Christian agitation by Peasant Volunteers and other organizations. In many cases, plundering of churches have been reported. On Thursday there was an unusually large influx of missionaries from these districts, and there were busy scenes at the Yue-Han Railway station as these people, with their families and baggage arrived.
(Continued on Page 10.)

AN IMPORTANT TEST ACTION.

USE OF TRADE UNION FUNDS.

MEMBERS' VAIN PROTEST.

London, Jan. 21.

A test action of considerable importance to Trades Unionism was decided in the Chancery Court today by Mr. Justice Eve.

Mr. Forster brought an action against the Shop Assistants Union, of which he is a member, to restrain it from applying the general funds of the Union to further political objects and, in particular, from paying contributions to the Trades Union Congress so long as that body expended its funds in furtherance of political objects.

Counsel for the plaintiff, stated that the Registrar of Friendly Societies had been asked to give his decision on the issue and the Registrar had given a judgment that objects which were complained of as being political were not political within the meaning of Trades Union law. Plaintiff denied the plea of the defendant Union that the decision of the Registrar, having been sought and obtained in accordance with Trades Union law, the matter was *res judicata*.

Mr. Justice Eve found for the defendant Union. He held that the legislature contemplated that a matter of this kind should be determined by the Registrar of Friendly Societies. It did not contemplate that a member of a Trade Union, having failed to convince the Registrar, could resort to the Courts. The legislature, as a rule, discouraged interference by a Court in the domestic administration of corporations and similar bodies. It also recognised that the dividing line between social and political matters would be very indistinct. The distinction must be decided by the Registrar of Friendly Societies.

The result of the case was loudly cheered by the Conference of Trades Union Executives, who were dealing with the action of the General Council of the Trades Union Congress in regard to the general strike.—*British Wireless.*

GERMAN POLITICS.

DR. MARX AUTHORISED TO FORM CABINET.

Berlin, Jan. 21.

The Centre Party has authorised Dr. Marx to negotiate and form a non-Socialist Cabinet, including the German Nationals.—*Reuter.*

FRENCH FOREIGNING.

Paris, Jan. 21.

President Hindenburg's sharp turn of the helm to the Right has filled the French press with uneasy forebodings.

The *Temps* says that the advent of a Rightist Government will really endanger the peace policy of Locarno and Geneva.

The *Journal des Debats* writes that Pres. Hindenburg's action places the question of German disarmament, which is now before the Conference of Ambassadors, on a new plane and the conference must decide accordingly.—*Reuter.*

FOND OF HONGKONG.

MANY BANISHEES RETURN.

When a Chinese was charged with returning from banishment before Mr. R. E. Lindsay at the Central Magistracy this morning, Sub-Inspector Vincent, stated he was the third person that had returned this year, and a lot more were returning. The defendant, he said, was sent to prison for three months and six weeks in 1925, and in 1926 he was banished for ten years. He was arrested yesterday.

Defendant was sentenced to six months' imprisonment and twenty strokes with the birch, and Mr. Lindsay ordered that he serve an additional three months, if unfit to receive the birch.

RUSSIAN SUICIDE.

STRANGE SHANGHAI TRAGEDY.

SECRET PAPERS MISSING.

A L. Sokal, an official of the Dalbank, and an emissary from the Far Eastern headquarters of the Soviet Government in Harbin to Shanghai, hanged himself yesterday, says the *China Press* of the 18th instant. The police are worrying about the motive for the hanging, but the Soviet Consulate and the Dalbank are even more worried about the loss of certain secret official documents which A. L. Sokal, the immaculately attired Russian who methodically took two straps from his suitcase, slung them over a hook in the ceiling and then kicked a chair out from under him, at a local hotel, had brought with him from Harbin, and which are now missing.

POLICE MYSTIFIED.

What mystifies the police is not so much the story of international intrigue which lies behind the suicide of the Russian banker, but why he should have done it. Everything was in order. He had money in the bank, five letters addressed to various friends, two of whom were in the Consulate, instructing them what to do with the remains, were arranged in a neat row underneath the mirror on the top of his bureau. The only conceivable motive which was seized upon last night is that of illness. Sokal was an invalid. Since coming to Shanghai five days previously, he had been confined in his room. His friends from the Consulate had called frequently to bring him code cablesgrams and wireless dispatches, but he never left his room.

He experienced difficulty in walking, it was noticed, because his feet had, at one time been scalded by steam escaping from a burst pipe, and numerous vials of medicine were found in his room. But that is not conclusive evidence, and detectives are still searching for a more satisfactory explanation of the suicide.

CONFIDENTIAL PAPERS.

What the Russian Consulate and the Dalbank are so greatly disturbed about is an entirely different matter. Sokal, according to a Dalbank official, had held a high position in the bank's branch in Harbin. He had been sent to Shanghai for a certain purpose, and was bringing confidential papers. He had them when he arrived, but they were never delivered, and now Sokal, the only man who might elucidate, is gone. They did not say what was contained in the five letters which he had written, and which the police turned over to the Russian Consulate, beyond stating that he wished his body to be forwarded to Harbin for burial and this, it is assumed, will be attended to shortly.

GRUESOME AFFAIR.

The suicide was one of the most gruesome that has been reported in recent months. Sokal, clad in his best clothes, had taken the fatal leap off the chair but before dying, apparently repented, and tried to tear the thongs from his throat. The body was found completely suspended the feet sprawling grotesquely in the air. Underneath, all the coverings from the bed were arranged, so that the body would repose comfortably on the floor, in the case the noose broke after death.

The Soviet Consulate was particularly anxious to stress the impression that Sokal was merely a Harbin merchant. From other sources, however, it was gathered that the "Harbin merchant" in reality bore a very close relation both to the Soviet Government and to its official bank.

TO-DAY

Dollar on demand 2/- 1/16
Lighting-up 6.04 p.m.

Bulls and Inners

From the Office Butts.

A London newspaper believes that China's extremists have "lost their heads." Unfortunately, this is incorrect.

Seeing is believing. This may account for the rush to see the latest spates in Fodder Street last Wednesday morning.

So much for good resolutions. If some of the travellers, by the last Kowloon ferry said they would not drink any more this year, they must have meant not any more than they used to.

"Ads" on the S. C. M. Post blotter are sure to be read. It's so absorbing.

A Canadian city has adopted the word "Think" as its slogan. The rumour that Wanchai has adopted the same, with the prefix "s" is, however, not to be thought of.

To be well acquainted with the fairer sex, one has to remember a girl ever since she was in long dresses.

Carrying goods to Newcastle—Moscow opens an atrocity exhibition.

Business may be bad but it cannot be said that hawkers in Wyndham Street are in any way pessimistic.

As a matter of policy we think it inadvisable to remove the present workers in the John Kerr Hospital for the Insane.

The gentleman who wrote criticising the Central British School apparently had a pupil in his eye.

Judging by the hour some of these young bloods leave office, they must use stop-watches.

The latest style for ladies' hair is the "hedgehog cut." It has its points.

Lent isn't far off, but borrowing in Hongkong looks like going on for ever.

This idea of a Pacific Union is scouted by most married men.

"Pittsburg for China," says an American headline. But it takes more than smoke to fix them.

If the peace-at-any-price folk had their way, the Open Door in China would be an exit.

Playing bowls without braces, like a little learning, is a dangerous thing.

The next thing after television will be telemelling. This will enable motorists to appreciate the flavour of our salubrious suburbs without leaving home.

Outstanding events of the week:—Dr. Kotawall declines to address a meeting and friend Rupchand writes to the Press.

It is, after all, only a question before watches and pedestrians are run down.

The other evening we saw a lady with a black patch on her neck. Is this the latest fashion or the result of a hurried shave?

A local insurance agent attended the lecture on "Are We Going West?" Can't afford to miss chances these days.

Shanghai is talking of closing down its cabarets at 2 a.m. This should relieve the traffic congestion for the millworkers.

The trouble about the reckless motorist is that he doesn't usually have a wreckless career.

It is computed that the average man has 66 lbs. of muscle and 3.8 lbs. of brain. That probably explains why so many folk want to go to war with China.

Twelve thousand dentists are meeting in Chicago this month for the purpose of forming a "Unity Club." Evidently they all want to pull together.

According to the *Telegraph*, the "contular authorities" are taking precautions in Shanghai. Evidently, a job for William the Conqueror.

A jazzing donkey will assist our local "little Red Riding Hood." Many of the others, on the outlook for tips, will no doubt be present.

According to a report on last Saturday's rowing, the Bank four were handicapped by reason of the fact that the end-of-the-year balances seriously interfered with their training. MacWhirter says that this is a most likely cause.

It is pleasant to record that, despite bad conditions, a bowls match can still be arranged among those who work.

We have sympathy for the man who, in claiming a horse, lost his suit as well.

The peace movement in China has become a positive riot.

A stray bat from the belfry:—One way of brightening up some of these Canton folk would be to lend them a few of our boot-blacks.

If it doesn't look out, the Radio Society, like lots of husbands, will be wrecked on a permanent wave.

A specialist recently stated that "Sea bathing is nature's greatest tonic." The rumour that the Hongkong Government now proposes to charge a dollar a bottle for it, is, however, incorrect.

Which reminds us that it will soon be time to appoint another Bathing Beach Commission, with callipers complete.

"Following a throat operation, a woman has developed a fine tenor voice" states a news item. On the other hand, many a small bass has been ruined without seeing a doctor.

It looks as if the pennies we used to subscribe at Sunday School to save the Chinese might now be more usefully employed in saving the missionaries.

According to the *Daily Press*, "The First Cruiser Squadron has arrived in Delhi for dry-docking." It's only right that a "far-flung Empire" should have a far-flung navy!

Tuesday's *China Mail* thus describes the sufferings of a Hankow hero:—"The Chinese got off with the rifle, but I managed to hold mine until others came to my assistance. I shall cling to it as I was taken to the Catholic Hospital. Here I was the Minister for Foreign Affairs of the Nationalist Government." We'd hate to qualify for the post of President.

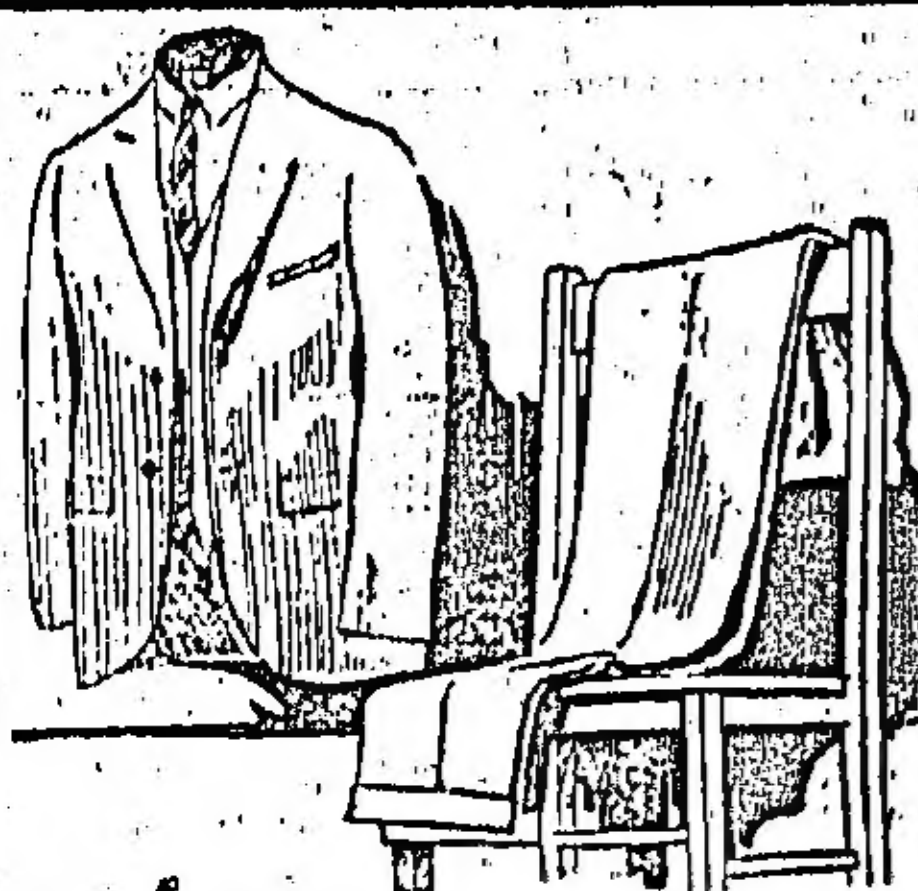
Sympathy will go out to the handful of British residents at Hankow, regarding whom a contemporary says:—"It is understood that they are adequately outfitted and operated on."

From the *Daily Press*:—"Two Chinese who entered the Court room of the Kowloon Magistracy yesterday morning were fined \$1 each." Whawf!

If China doesn't look lively and pay her League dues, she'll find herself scratched one of these days.

The Haiching was a bit top high for an enterprising reporter who jumped for her from the wharf the other evening only to find himself a second later in the water.

Hongkong is about to suffer a dyerballical loss.



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CHINA CRISIS.

BRITISH DESPATCHES ALTERED?

London, Jan. 21. The Daily Telegraph learns that Mr. Chen's telegraphic subordinates at Hankow have extended the irregularities from press messages to diplomatic ones, and says there have been obvious attempts to tamper, by mutilation or deliberate delay, with communications between Sir Miles Lampson, and Mr. O'Malley, also. It is believed between Hankow, Shanghai, and London.

The British Government's fresh instructions have taken an undistorted time to reach Mr. O'Malley, and lest they should not reach him in the original form recourse has been had to safer and circuitous routes. —*Reuter.*

Hankow Pictures Reach London.

London, Jan. 21. The first photographs received from Hankow since the outbreak of the trouble there have appeared in a London evening paper after an adventurous journey.

The pictures were rushed by a Chinese coolie to the quayside, then by fast steamer to the western coast of the United States, and carried across the States by successive leaps by air, being shipped at New York in the captain's special care on a steamer which arrived at Plymouth at dawn.

The pictures were rushed ashore aboard a fast motorboat, then by car to a field where they were flown at a speed of 110 miles an hour to Freetown, thence by motor-car to Fleet Street. —*Reuter.*

Tact, Not Weakness.

Rugby, Jan. 21. Sir Arthur Steel Maitland, Minister of Labour, last night said the recent Memorandum proved the British Government appreciated the desire for modification of conditions under which foreign countries had hitherto conducted relations with China.

The Government had also pointed out the way whereby there could be a transition from the treaty system. Our proposals were designed to give scope to Chinese aspirations, and yet at the same time to secure justice to foreign citizens there, in the transition period. In almost all cases, the ideal policy was one which combined moderation and avoidance of provocation with firmness. Although the ideal, this was also most difficult, since unless care was taken moderation might be mistaken for weakness.

Our wish was to satisfy legitimate Chinese national aspirations. For that reason we again showed self-restraint under provocation at Hankow, and our officials, to prevent any conflict, evacuated the concessions with conspicuous skill and with tact. We did not wish our liberal policy to China to be deflected by isolated acts of a mob, however regrettable.

At the same time, if such acts should become general, or if they were to be abetted by, or committed by, any armed forces of China, we were absolutely bound to protect British subjects there.

Shanghai was the great centre for the external trade for an immense part of China, containing thousands of British, and other Europeans half as many again. We had shown moderation, and liberality and we proposed to do so still. But it must be equally clear that behind that lay the same degree of absolute firmness in protecting the British who, with the consent of the Chinese, had settled in their great city of Shanghai and had helped so much to develop their country. —*British Wireless.*

Mr. Lloyd George's Speech.

London, Jan. 21. Following the National Liberal Federation's acceptance of Mr. Lloyd George's offer to provide substantial funds towards the Liberal cause at the next election, Mr. Lloyd George, addressing the 1920 Club, of which he is president, referred optimistically to the future of the Liberal Party.

He expressed satisfaction that a Liberal majority was attainable if in the next two years the Party worked to secure it.

He alluded *inter alia* to his much-criticized speech at Bradford regarding China, and said the Government had adopted the policy for which Bright and Cobden had been hounded out of the House of Commons seventy years ago, namely, whilst doing its utmost to protect British lives and property to extend to China full recognition of national rights and make justice instead of force the basis of our trading arrangements there.

He hoped the Liberals would give the Foreign Secretary the utmost help against the attacks of evil counsellors, and added, "When I said something about China two months ago it was treason, but now it is the Government's policy. Then I simply urged in specific terms that the Washington proposals should be put into operation. I did not know then that the Government were preparing a memorandum advocating that course, neither did the Tory journals." —*Reuter.*

Foochow, Sequel.

Madrid, Jan. 21. News of the decision to send a cruiser to Shanghai is contained in a communique stating that the Government has carefully examined the situation in China and the position of Spanish subjects there. Official information has been received confirming the pillaging of the Spanish orphanage and churches at Foochow and assassination of over twenty children from the orphanage, and the looting of the private residence of the Spanish Bishop of Fuzhou.

The communique states that representatives of the interested governments have been instructed to follow the course of events most carefully and send all information likely to facilitate the task of the government, and concludes by announcing that the Spanish Minister at Peking has detached the Secretary of the Legation, who has gone to Shanghai to get into direct touch with the Spanish colony. —*Reuter.*

CIGARETTE HAWKERS.

CHINESE CHAMBER OF COMMERCE ENQUIRES.

At a committee meeting of the Chinese Chamber of Commerce yesterday, correspondence was read which had passed between the Chamber and the Hon. Mr. E. D. C. Wolfe, regarding the Chamber's recent enquiry into the reduction of hawkers' licenses.

It was arranged that a delegation of five members, Messrs. Li Yau-tsin, J. M. Wong, M. K. Lo, Wong Kwong-tin and Ip Lan-chuen, be appointed to interview the C.S.P. about the matter.

The C.S.P. in his letter stated that, as complaints had been received from the Superintendent of Imports and Exports that many of the cigarette sellers sold smuggled cigarettes, instructions had been received from the Government to reduce the number of cigarette hawkers' licenses, and such were to be issued only to women, old men, and invalids. The C.S.P. also stated that if the Chamber considered that the hawkers really suffered hardship, a petition should be submitted to the Government explaining their point. It was decided that a petition be submitted after further consideration.

Rugby, Jan. 21.

The vital statistics for England and Wales last year show a fall in both the death and birth rates.

The death rate was 11.5 per 1,000, and is equal to the lowest record.

The birth rate was 17.8 per 1,000. —*British Wireless.*

Chang Tso-lin's Attitude.

London, Jan. 21. Chang Tso-lin has cabled to the Daily News, "I will fight Bolshevism to the end, and am willing to make all kinds of sacrifices. Reports of my co-operation with the Cantonese are absolutely groundless." —*Reuter.*

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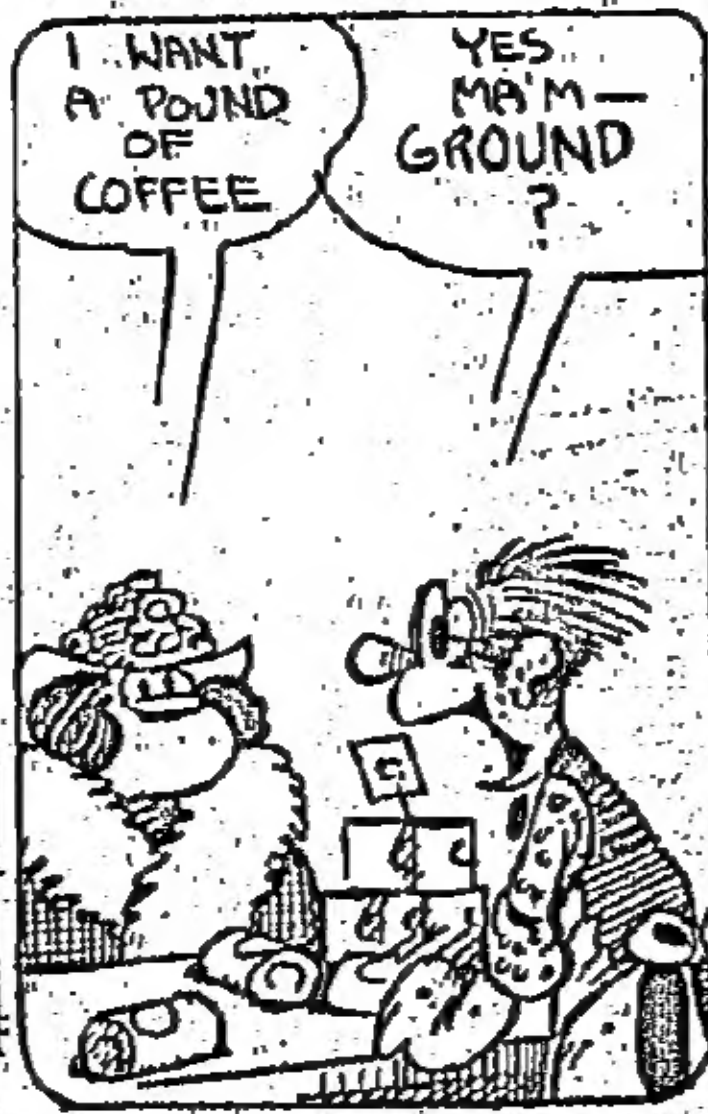
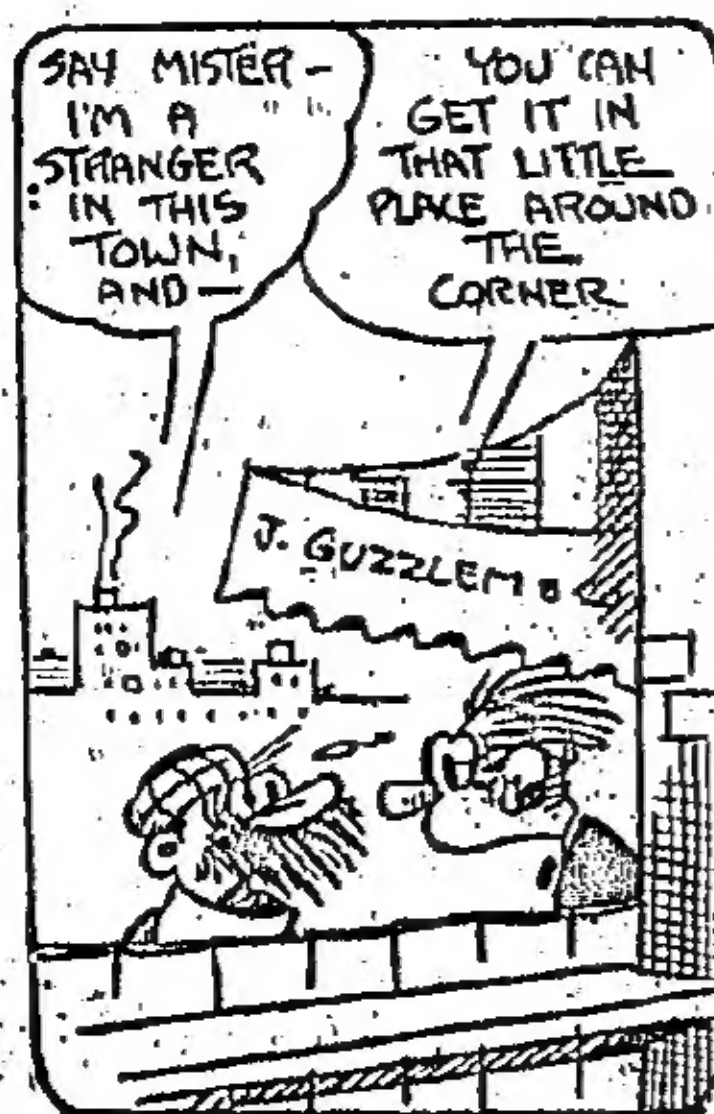
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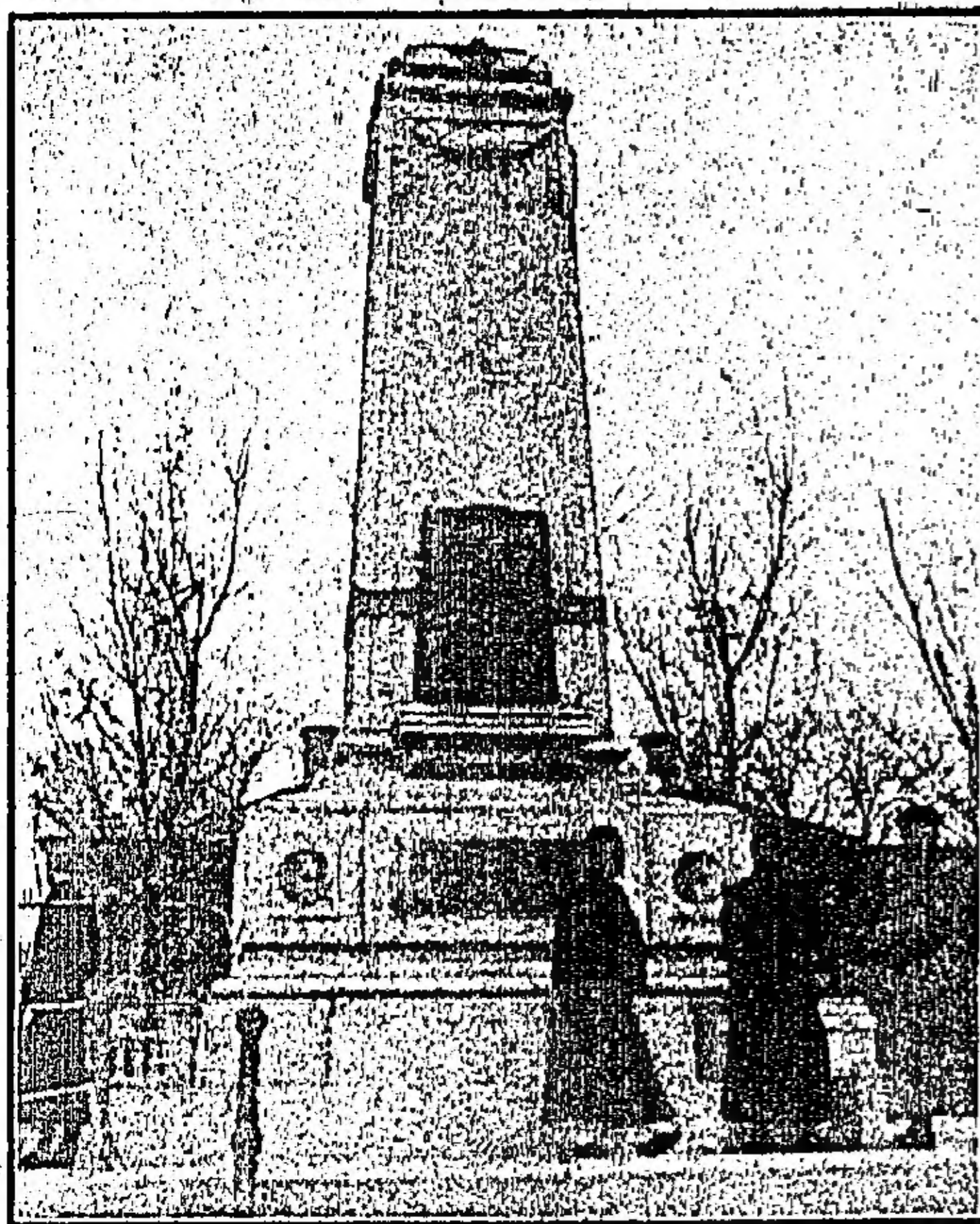


SALESMAN SAM



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By Swan



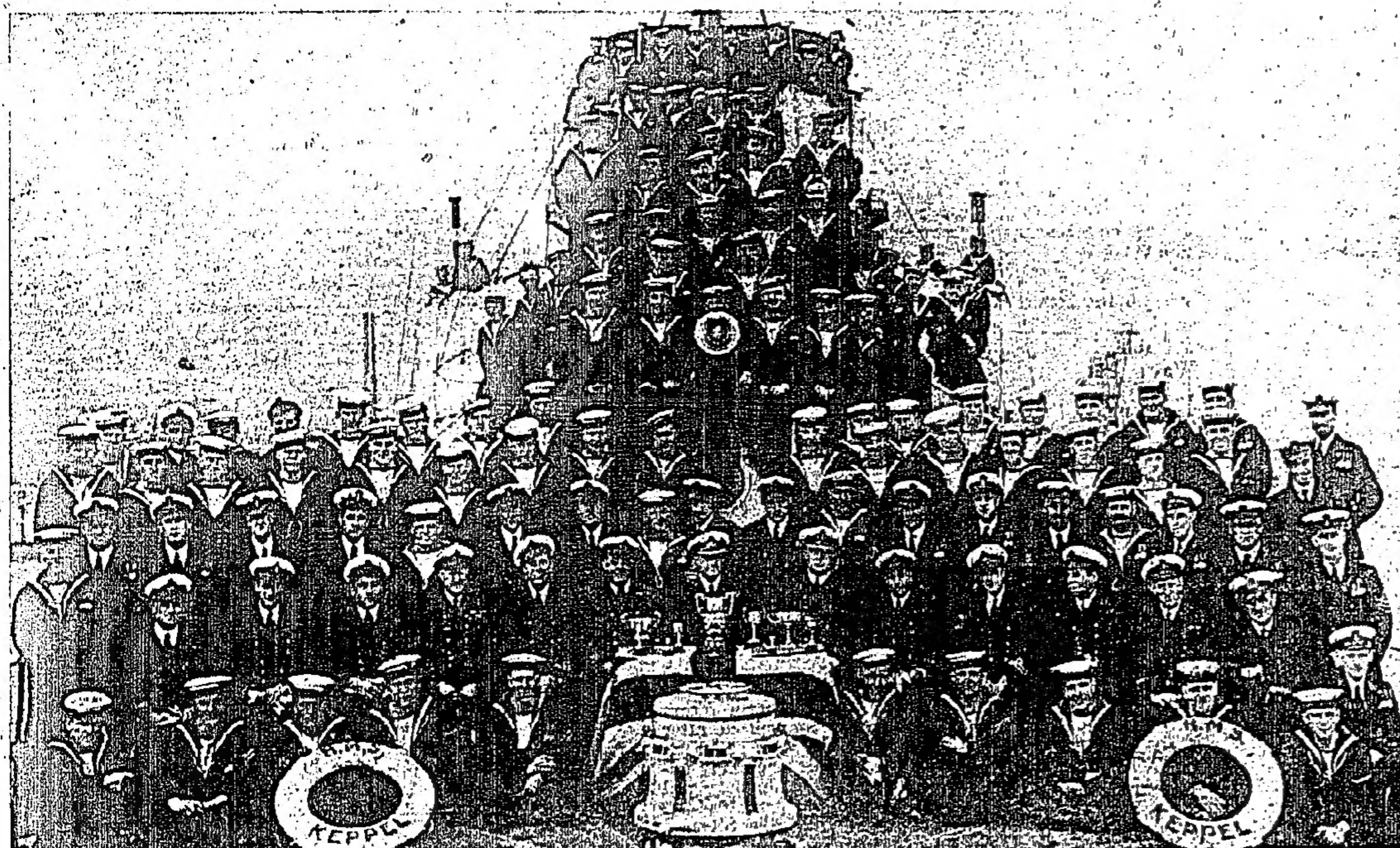
The British War Memorial at Hankow after it had been desecrated by Chinese mobs. The dark space on the base of the monument shows the place from which the plaque had been torn off. (Photo: H. J. Asmus.)



Bridal party taken at the wedding of Capt. Wright Neville and Miss Gwen North, which took place at St. Andrew's Church, Kowloon, on Saturday last. (Photo: Mee Cheung.)



Group photograph taken after the wedding of Capt. Wright Neville and Miss Gwen North, at Kowloon, on Saturday last. (Photo: Mee Cheung.)



The full ship's company of H.M.S. Keppel, photographed in Hongkong on Sunday last. (Photo: A. Hing.)



British sailors and marines on guard outside the B.A.T. offices in Hankow. (Photo: A. J. Asmus.)



Chinese pickets outside the headquarters of the Hankow Volunteer Corps after the British forces had left the Concession. (Photo: A. J. Asmus.)



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PRICE—\$5.00 Obtainable at Brewer's or the Publishers.

CHINA BUILDING BASEMENTS

Entrance Facing QUEEN'S THEATRE

Telephone C. 3797.

QUINCIN

The RAPID Cure for "COLD IN THE HEAD"
INFLUENZA, CATARRH Etc.,

Sudden changes in the weather render us extremely liable to the contraction of Colds through chills, but the prompt action of QUINCIN very effectively breaks up the incipient cold and thus wards off more serious complaints. Keep a bottle handy for an occasional dose helps you to resist the germs of COLDS, CATARRH, INFLUENZA, HAY FEVER, and other infectious diseases.

THE PHARMACY (Fletcher & Co., Ltd.)

ASIATIC BUILDING. 22, Queen's Road Central. Telephone 345.

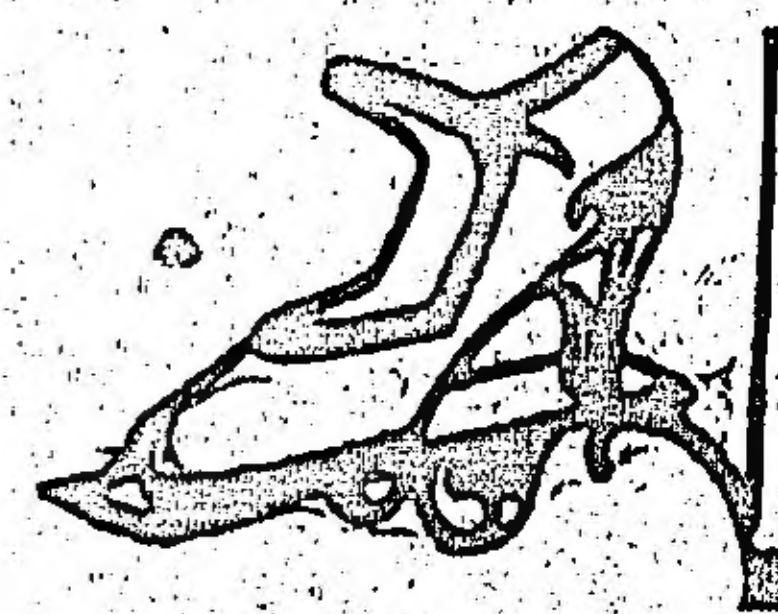
ROYAL & CO.

The Leading Shoemakers
Established 15 Years.
All styles made to order.
Dancing Shoes a Speciality.

New Leathers Just Arrived
Shoes re-covered in all
colours, fabrics and leathers

No. 1, D'Aguilar Street,

Telephone C. 3237



WHITEAWAY'S

THE "MAXIMO" TOWEL

These Strong and Useful
Towels have been Specially
Imported by us to accom-
modate the need for an
Extra-Strong and Hard-
wearing Heavy Towel:

Size 51" x 28"

STANDARD VALUE

\$1.75

EACH ONLY

MAXIMO BATH SHEETS

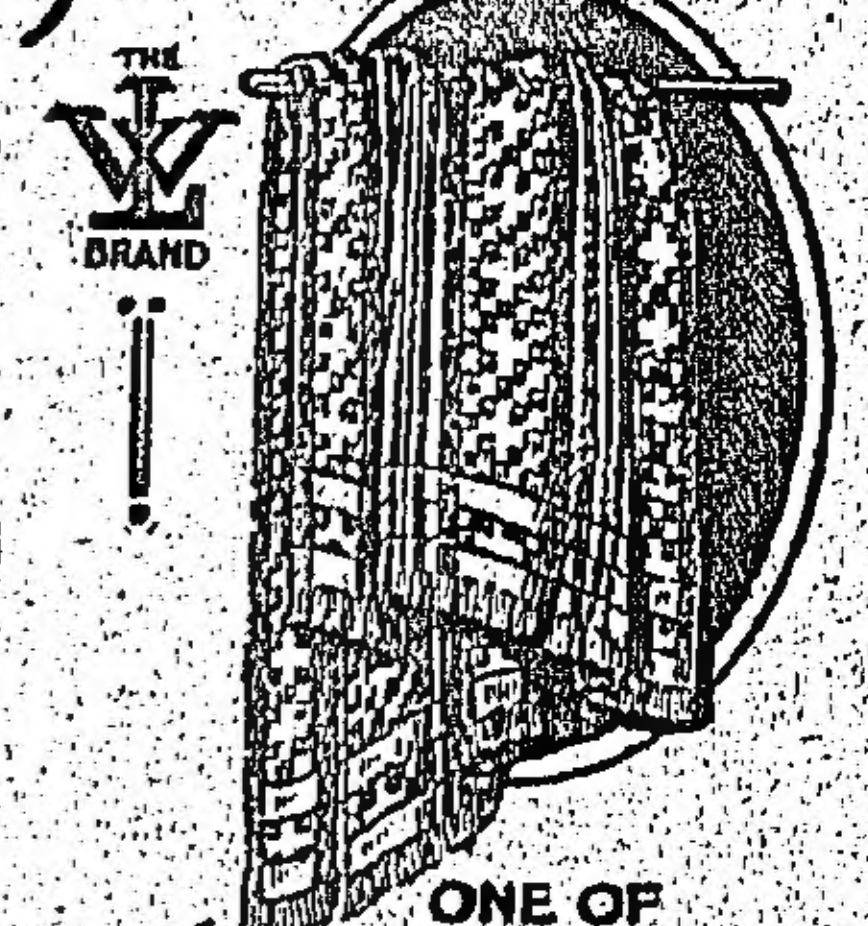
Fawn and White,
the Samo Pattern as the
above Towel

Size 75" x 46"

STANDARD VALUE

\$3.50 Each

THE
"MAXIMO"
TOWEL



ONE OF
WHITEAWAY'S
STANDARD VALUES

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 118, 139.

WANTED.

WANTED.—Englishman requires board-residence, preferably with private family. From Feb. 1st. Hongkong or Kowloon. Apply Box No. 156, care of "Hongkong Telegraph."

MOTOR CARS, ETC.

FOR SALE.—4 h.p. Triumph with Montgomery sports side car. Excellent appearance and in perfect mechanical condition. \$450. Box No. 156, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—From 1st April furnished flat at the Peak. Apply Property Office Jardine, Matheson & Co., Ltd.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

TO LET.—Furnished House on Peak. All modern conveniences. Apply Box No. 147, care of "Hongkong Telegraph."

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Furnished February, 1927, a good four roomed house with boxroom and servants' quarters. Modern conveniences. Apply 5, Observatory Villas Observatory Road, Kowloon.

TO LET.—European House, 4, VICTORIA VIEW, KOWLOON, near New Kowloon Hotel, three minutes from ferry. Apply Tung Tak Co., China Buildings, 6th floor. Tel. C.4226.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

FLATS, three, four and five roomed, modern bathroom, flush, etc. Also one two roomed and one three roomed Dungalow on way to Repulse Bay and Fanling respectively for rent or sale on easy terms. Small Investor's Tel. C.4680.

BLIND HOME.

Kowloon City Road

KOWLOON.

Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m., 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc.

Daintily Dressed Dolls \$2.50 each. Ladies' Own Wool or Silk knitted to Order 30 cents to \$1.00 per oz.

K. BESWICK, Superintendent, 20 Minutes from Star Ferry. by No. 3 Bus. Telephone: K.101.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

NEW ADVERTISEMENTS.

COMPANY REPORT. HUMPHREYS ESTATE DIVIDEND.

Subject to confirmation by shareholders the profits for the year ended 31st December, 1926.

Amounting to \$171,241.82

Together with the amount brought forward from 1925 ... 98,729.14

Totalling \$269,970.96

Will be allocated as follows:—

Pay a Dividend of 80 cents per share ... \$120,000.00

Pay a Bonus of 20 cents per share ... 30,000.00

Transfer to Typhoon & Floods Insurance Fund 11,042.64

Transfer to Special Repairs & Renewals A/C 13,512.00

And Carry Forward to next account 95,416.32

Totalling \$269,970.96

QUEEN'S COLLEGE OLD BOYS' ASSOCIATION.

NOTICE

NOTICE is hereby given that the Seventh Annual General Meeting of the Association will take place on Thursday, the 27th of January, 1927, at 5.30 p.m. in the Hall of Queen's College.

By Order of the General Committee,

C. G. ANDERSON, Hon. Secretary.

Hongkong, 20th Jan., 1927.

HONGKONG JOCKEY CLUB.

Entries for the Forthcoming Races close on Wednesday, 26th January, 1927, at 3 p.m. and must be sent to the Secretary care of Linstead & Davis, Alexandra Buildings on or before this date. Entry Forms are now ready and can be had at the Jockey Club Stables, Race Course, Hongkong Club or Linstead & Davis.

THE HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

The date for the closing of entries has been postponed until Wednesday, 26th January, 1927, at 5 p.m.

By Order.

C. B. BROWN, Secretary.

UNION WATERBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

The Twenty Second Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell & Company, Limited, on Monday, the 31st January, 1927, at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of Accounts to 31st December, 1926. The Transfer Books of the Company will be closed from the 24th to 31st January, 1927, both dates inclusive.

DODWELL & CO., LTD., General Managers.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

NOTICE IS HEREBY GIVEN that the THIRTY NINTH ORDINARY GENERAL MEETING of SHAREHOLDERS in this Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., on THURSDAY, 27th January, 1927, at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1926.

The REGISTER of SHARES of the Company will be CLOSED from Friday, 14th January to Thursday, 27th January, both days inclusive, during which period no transfer of shares can be registered.

By Order

of the Board of Directors,

L. S. GREENHILL, Secretary.

Hongkong, 6th January, 1927.

DIOCESAN OLD BOYS' ASSOCIATION.

The Social & Dance will be held on WEDNESDAY, the 26th instant, INSTEAD of on Saturday, the 22nd.

CHURCH NOTICES.

ACHIEVEMENT OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING

First Church of Christ-Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday: Subject "Truth." Wednesday: Evening at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. John's Cathedral, Hongkong. January 23, 1927. 3rd Sunday after the Epiphany. Holy Communion (8 a.m.). Sunday School, (10 a.m.). Matins (11 a.m.). Preacher: Rev. N. V. Halward, M.C. Litany for the Sick (12 noon). Evensong (6 p.m.). Rev. H. Copley Moyle. A social gathering will be held in the Cathedral Hall, after Evensong. A cordial welcome will be extended to all service men and others—music, light refreshments.

Mesleyan Methodist Church, Queen's Road, East, Wanchai near Royal Naval Hospital. Sunday, January 23rd, 1927: services at 10 a.m. and 6 p.m. Preacher at both services: Rev. J. C. Knight. Antesty Subjects: Morning, "Real Grit"; Evening, "A man named Zacharias." Mesleyan Sailors and Soldiers Home, Arsenal Street, (The Corner House), 8.15 p.m. Chaplain's Meeting and Social Hour. Subject for discussion: "Relation between Theory and Practice in Christian Life."

HONGKONG JOCKEY CLUB.

ADDITION TO PROGRAMME FOR ANNUAL MEETING.

First Day—Tenth Race.

The Racing Stakes.

Winner \$600.—Second \$200.—Third \$100.—for Griffins of this Meeting and Ponies that have never won a Race. Subscription Griffins of this Meeting allowed 5 lbs. Weight for inches as per scale. Winners barred. Jockey Allowance. Entrance \$10.—One Mile. Entries for this race should be attached to the Entry Forms already issued.

By Order,

C. B. BROWN, Secretary.

NOTICE

HOLLAND PACIFIC TRADING CO., MACAO AND HONGKONG.

In connection with the proposed voluntary liquidation of the above firm, owing to the death of Mr. J. H. van Gennep Lührs, the sole proprietor, all persons having claims against or owing monies to the firm's estate, are requested to send particulars thereof to the Macao Office before Monday, the 24th of January, 1927.

THE "STAR FERRY" COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-NINTH ORDINARY ANNUAL MEETING OF THIS COMPANY will be held at the Office of Messrs. Jardine, Matheson & Co., Ltd., on FRIDAY, the 28th January, 1927, at 11.00 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 31st December, 1926.

The Register of Shares of the Company will be CLOSED from Tuesday, the 18th January, 1927, to Friday, the 28th January, 1927, both days inclusive.

By Order

of the Board of Directors,

F. H. CRAPNELL, Acting Secretary.

Hongkong, Jan. 11th, 1927.

MRS. SEKAI MASSAGE

Tel. No. C. 4433, 2nd Floor 2, Duddell Street, Hongkong

LAMMERT'S AUCTIONS.

GREAT CHEAP SALE

for

TO-DAY ONLY.

Lammert Bros., will carry on the sale of

Au Chic Parisien's Salvage comprising:—

Dresses, Coats, Dress Materials, Hats, Corsets, Ribbons, etc., etc. for account of the Insurance Companies Concerned at Second Floor, Room No. 3, Pedder Building.

Hongkong, 20th January 1927.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on THURSDAY,

the 27th January, 1927,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Nice Assortment of Chinese

Curtains,

comprising:—

Porcelains, Bronzes, Jade, Chinese Prints, Agate, Amber Crystal, etc., etc.

also

A Few Pieces Canton Blackwood

Ware.

(Particulars from Catalogue.)

On View from Wednesday, the

26th January, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

DANCING

A DANCE

will be held at the

Palace Hotel

KOWLOON.

TO-NIGHT

Saturday, 22nd January.

at 9 p.m.

The Black & White

Syncoated Orchestra

(H.M.S. "Hawkins")

will be in attendance,

with all the latest jazz music.

Ladies are Cordially Invited.

City Hall.

Tuesday, 25th January

1927, at 5.30 p.m.

Pianoforte Recital

given by

Mr. HARRY ORE

Kindly assisted by

Mrs. R. Sanger

and

Messrs. Li Chor Chi

and

C. de la Cruz.

Admission—\$2.00

Booking at the ANDERSON,

TSANG FOOK and HONG-

KONG MUSIC OY'S.

CONSIGNEE NOTICES.

COMPAGNIE DES MESSAGERIES MARITIMES.

The Steamship,

"VALOU."

From DUNKIRK, ANTWERP,

LONDON & C.

In connection with above Steamer

are hereby informed that their goods

with the exception of Opium, Treasure

and Valuables are being landed and

stored at their risks into the Godowns

of the Hongkong Kowloon Wharf and

Godown Co., Ltd., Kowloon whence

delivery may be obtained immediately

after landing.

Optional Cargo will be forwarded

unless instructions are received from

the Consignees 12 hours before arrival

requesting it to be landed here.

Bills of Lading will be countersigned

by the Undersigned, Goods remain-

PUBLIC AUCTION.

The Undersigned have received instructions from Madam A. Cousins to sell by Public Auction,

on WEDNESDAY,

the 26th January, 1927,

commencing at 2.45 p.m.

At No. 4, Felix Villas, Mount

Davis Road, Pokfulam.

A Quantity of Valuable

Household Furniture,

comprising:—

Teak Hatstand, Chesterfield

Couch, Chairs, Bookcase, Pictures,

Ornaments, etc., etc.

Teak Dining Table, Sideboard,

Dinner Waggon Dinner Set, Glass

Ware, Cutlery, Cooking Stove and

Utensils, etc., etc.

also

Double and Single Teak Bed-

steads, Wardrobes with Glass

Doors, Chest of Drawers, Dressing

Tables, Marble Top Washstands,

Electric Table Fans, etc., etc.

also

One Cottage Piano by "W. Bach

& Co." Berlin.

One Victrola and Records.

and

One Lot Pots and Plants.

On View from Tuesday, the

25th January, 1927.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

CONSIGNEE NOTICES

OCEAN STEAM SHIP COMPANY, LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer,

"PERSEUS."

From UNITED KINGDOM via

SINGAPORE.

are hereby notified that the cargo will

be discharged into Holt's Wharf, Kow-

loon, where it will be at Consignees' risk

and subject to terms and condi-

tions of storage at Holt's Wharf.

The Cargo will be ready for delivery

from Godown on and after 22nd

January.

Optional cargo will not be landed

here, unless notice has been given

prior to steamer's arrival, but carried on

from port to port to the final port of

call to which the option extends.

All broken, chafed, and damaged

goods are to be left in the Godowns,

where they will be examined on any

Tuesdays and Fridays between the

free storage period.

No claims will be admitted after


the Goods have left the steamer's

Godown, and all Goods remaining un-

delivered after the 28th January will

be subject to rent.

All Claims against the Steamer



The Cigarette of Quality

Three Castles Cigarettes

W.D. & H.O. WILLS
Bristol & London

EA-211 This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

SLIM MEN.

LONDON'S SMART YOUTHS:

More colour is coming into men's clothing. Young men are paying more attention to style.

The Englishman is the best dressed in the world.

London leads in fashion. These are the opinions of Mr. James Weddell, of Manchester, who was elected president of the National Federation of Merchant Tailors (Incorporated) at the annual meeting of the federation in Holborn Town Hall recently.

The young men of to-day, he said, are paying more attention to style.

The cult of slinness is being courted, and there is a pronounced feeling for the longer jacket.

The Popular Plus-Fours.

Styles in men's clothes had been far too conservative in the past, both in materials and colour. There was more evidence of more colour being introduced. For sports wear an amazing choice was offered, and the result was that the plus-four suit was the most popular in many men's wardrobes.

"I would combat the idea," added the president, "that colour in men's dress is a sign of effeminacy."

"What period of history reveals the greatest heroism and adventure? Surely the Elizabethan period, when our great captains who built up our Empire were attired in ribbons, velvets, and silks of every colour in the rainbow."

"May not the dullness and dead respectability of men's wear in recent generations typify the decay of the spirit of manly adventure? At any rate, let us welcome the tendency to experiment in colour." (Laughter).

Too Much Modesty.

He claimed for British tailors that they led the world in "cut"—that touch of creative genius and deftness which gave "tone," and lent individuality and life to their productions. These clothes were sought for by men of discriminating taste throughout the world.

Too much modesty had in the past been one of the failings of the merchant tailor, but since the war his sense of pride of craft had developed.

An Englishman was acknowledged all the world over as the best-dressed man of any nation and in men's fashions London led.

Let them as merchant tailors become better advertisers and preach to the world of men their faith. "To be well dressed is the only visible form of prosperity."

REAL PRISONER OF ZENDA.

PRINCESS ILEANA OUT OF BOUNDS.

New York.—Lieut. William J. Glasgow, Jun., a cadet at West Point Military Academy, woke up the other morning to find himself famous as the hero of a romance, with Princess Ileana of Rumania as "heroine."

When Queen Marie visited West Point with Prince Nicholas and Princess Ileana there was an after-dinner dance. The dashing cadet was introduced to the little Princess, who danced most of the time with him.

On the Royal party's return from the West they were the weekend guests of Mr. and Mrs. Charles Mitchell at fashionable Tuxedo Park, only a dozen miles from West Point.

Princess Ileana (they say) asked if Lieut. Glasgow could not be invited to luncheon.

Tuxedo Point Out of Bounds. But the Superintendent-General at West Point had to reply that the rules prevented him from granting furlough for such a purpose.

"Well, why can't we motor over to West Point and have lunch there?" asked the Princess.

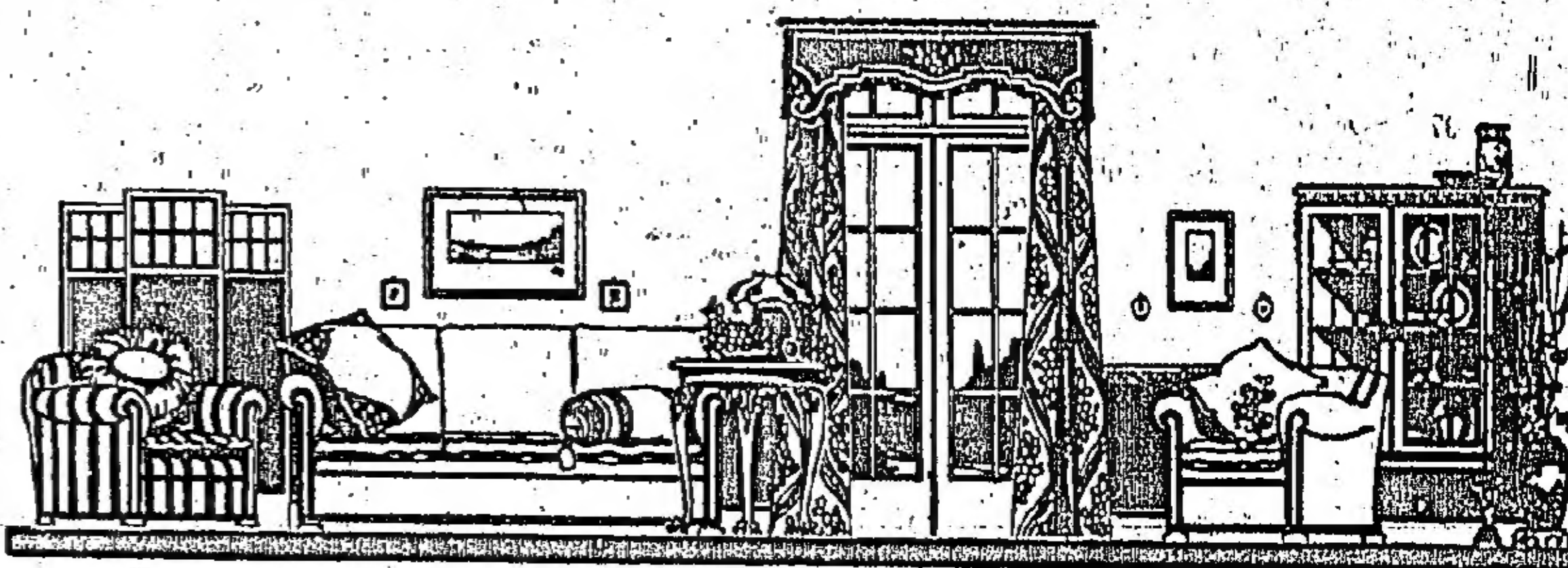
There was no regulation against a cadet taking lunch at the hotel on the military reservation. So Princess Ileana, properly chaperoned, went in the Mitchell's car, and Lieut. Glasgow and his friend "buddy," Cadet Captain Henry Douglas, had a lunch with the party, and the Princess gave the lieutenant her photograph, autographed, with a very pretty sentiment.

A New York newspaper wrote it up in the best fairy story manner, describing Lieut. Glasgow as "the Adonis of the Academy." When West Point heard of this no many papers as there are depictions in America's Sandhurst were bought up.

It will be long before "Bill" Glasgow—now called "The future King of Rumania, or Rumania"—hears the last of it.

ARTS & CRAFTS, SHANGHAI.

HOUSE FURNISHERS



FOR

**Carpets
Fabrics
Decorations
Bric-a-brac
Furniture**

DESIGNS AND ESTIMATES SUBMITTED.

ARTS & CRAFTS, Ltd.

OPPOSITE THE RACECOURSE
SHANGHAI.

GECOPHONE

B.C.—750 COMPONENT PARTS FOR 6—VALVE
SUPERSONIC HETERODYNE RECEIVING SET ... \$86.25

OSRAM VALVES

DER	\$5.50	NEW STOCKS at LOWEST POSSIBLE PRICES
DE 2 (H.F.)	\$5.75	
DE 2 (L.F.)	\$5.75	
DE 3	\$6.50	
DE 3 B	\$6.50	TELEPHONE C. 518
DE 4	\$6.75	
DE 5	\$6.75	
DE 5 B	\$6.75	
DE 6	\$6.75	
DE 8 (H.F.)	\$6.75	
DE 8 (L.F.)	\$6.75	

THE GENERAL ELECTRIC Co.,

OF CHINA LTD.

QUEEN'S BUILDING, HONGKONG.

BEAVER BOARD

For Better WALLS and CEILINGS

AMPLE STOCKS CARRIED

Prices and particulars from

DODWELL & CO., LTD.

Tel. C.1030.

MACHINERY DEPARTMENT.

PRECIOUS MS. STOLEN.

FOUND IN LONDON AND RETURNED.

A precious illuminated manuscript of the 14th century, entitled "Le Genealogie de Jesus Christ Depuis Adam," which disappeared from the famous St. Genevieve Library in Paris, has been returned to the French Government through the French Embassy in London.

A well-known London firm of dealers in books and manuscripts had bought the manuscript for a large sum of money through their Paris agent, but when they found on it the stamp of the St. Genevieve Library they communicated with the Embassy.

Mr. Ernest E. Maggs, a partner of the firm, told a Daily Chronicle representative that the manuscript had not been in the London office an hour when they realised that it should still be in the Paris library.

On examining it in London he said, "our Paris manager noticed that the library stamp was still on it and that there was no cancellation stamp to indicate that it had been sold."

Lost a Month Ago. It is customary in all big public institutions to stamp their permanent possessions. In this way, and unless there is a cancellation stamp on it any dealer would know that it was still the property of the museum.

"We immediately got into touch with the French authorities in this country."

The loss of the manuscript was

discovered about a month ago, when the Inspector-General of Libraries visited St. Genevieve to make the usual inventory of its contents.

The Minister of Public Instruction instituted a private inquiry, aided by detectives, but although many suspicions were entertained as to who had abstracted the precious document from the archives the manuscript could not be found.

Ministers Confer. It is believed that the matter was occupying the attention of Ministers when it was unexpectedly returned.

Legal proceedings may be taken by the French authorities against an officer of the St. Genevieve Library in connection with the matter.

The manuscript is about 80 yards long.

HONG KONG HOTEL

CHINESE NEW YEAR'S EVE
FANCY DRESS BALL

WILL BE HELD IN THE

ROOF GARDEN

ON

TUESDAY, 1st February, 1927.

(CHINESE, FANCY OR EVENING DRESS).

DINNER \$4. per head.

Table Reservations should now be made.

THE HONGKONG & SHANGHAI HOTELS, LTD.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

FOR RELIABLE QUALITY AND SURE
SATISFACTION COME TO US

We specialize in embroidery, silk shawls, cushions, genuine lacquerware, ivoryware, bric-a-bracs, handbags and vanity cases, perfumery, lampshades, parasols, unique imitation jewelry, silk articles of all kinds, Swatow drawn work and also stencilled and batik work made to order.

Your inspection is cordially invited.

PANDORA

39 a Queen's Road Central

TELEPHONE 2559.

The Bathroom Beautiful.

A MODERN bathroom may be made a harmonious part of the room it adjoins, by the use of tiling that is procurable in many tints and colours from:—

The Malkin Tile Works Co., Ltd.,

who specialise in designs for all classes of tiling, including fireplace, wall, floor-tiling and mosaics.

Stocks carried and suggestions gladly given by the Sole Agents:—

C. E. WARREN & Co., Ltd.

SHOWROOMS:—CHINA BUILDING.

TEL. C 260.

WONDERFUL LIGHT.

SEEING IN THE DARK AT
25 MILES.

Seeing in the dark will be an accomplished fact if the wonderful new ray can be brought to the perfection which its inventor, Mr. John L. Baird, expects to attain.

Successful laboratory experiments have already proved the possibilities of the discovery. A demonstration of these is to be given to a few members of the Royal Institution shortly, and in January to an audience of 3,000 members of the Physical Society of London.

It was while experimenting with television that Mr. Baird made his great discovery. At first people whose pictures were "televized" had to sit under extremely powerful lights, so dazzling as to be almost blinding. In seeking to overcome this difficulty Mr. Baird found that the reflection of rays outside the usual spectrum of light could be used to transmit pictures of an object.

At one end of the spectrum, invisible to the human eye, are the ultra-violet rays; at the other end are the ultra-red rays. It is these which are employed, and an electrical apparatus has been found which will translate them into light waves appreciable by the human eye. Thus the object in the dark can be seen on a reflector or recorded on a photographic film.

There are many applications to which this new power may be put when perfected. It would be possible, for instance, to take a cinematograph film of the life of animals in the dark, and the public may yet see pictures of beasts of the jungle gathering at the drinking pool in the dead of night. Secret experiments are being conducted by the naval, military, and Air Force authorities as to the possible application of the new discovery to warfare.

Range of 25 Miles. Mr. Baird claims that the ultra-red rays can be focussed on a distant object in the dark in the same way as the ordinary light rays of a searchlight are now directed. He suggests that range of 25 miles will be possible to the new apparatus, thus enabling the approach of aeroplanes or battleships at night to be detected at a great distance.

Capt. Hutchinson, who is associated with Mr. Baird in the discovery, was asked whether the apparatus could be adapted to the use of aeroplane pilots to enable them to land in the dark, and replied that he believed it could, but that at present its weight would limit its use to large flying machines.

It is believed also, that the new discovery will make it easier to see objects at a distance in a fog. This belief is based on the fact that the red rays of light penetrate fog more readily than others.

CAUGHT IN
QUICKSAND.RESCUE OPERATIONS OCCUPY
EIGHT HOURS.

While engaged in drainage excavations in the garden of Malvern House, Bury Oldroad, Manchester, two workmen, David Inglis, nineteen, of Baguley-street, Cheetham Hill, and Ernest Johnson, twenty-three, of Bellew-street, Ardwick, were buried by the collapse of a sixteen-foot deep trench, and it was nearly eight hours before they could be rescued, as quicksands were encountered at the spot.

Inglis was buried to the crown of his head, and was kept alive by fellow-workers constantly scooping away earth from around his nose and mouth. Johnson could have been released quickly, but this would have involved a further fall of earth and probably death to Inglis.

Detachments of the Manchester and Salford Fire Brigades worked in the glare of flares with lines, boards, and bolts under the direction of the contractor, with fifty years' experience, to drive planks to hold off further falls of wet sand. A doctor periodically gave stimulating injections to the two buried men. Crowds watched the rescue work from a safe distance.

When Johnson was hauled up and placed on a stretcher to be massaged his first question was: "Is the other chap out?" So strong was the suction of sands that even when Inglis was raised above the knees it was another hour before he could be released. Both men were taken on an ambulance to Salford Hospital, but no bones were found to be broken, and they were allowed to go home after some hours observation.

FREE—10-Day Tube
Note Coupon

Maybe your teeth are gloriously clear, simply clouded with a film coat. Make this remarkable test and find out.

Dazzling
White
Teeth

Here is the quick, new way dentists are widely urging

Make this unique test. Give your teeth high polish and fresh, new color simply by removing the dingy film that coats them and invites decay and gum troubles.

THIS offers you a simple, scientific test—one judged the most remarkable of all dental tests.

It will bring out qualities in your teeth you do not realize they have. In a short time you can work a transformation in their color and their luster.

Modern science has evolved a new and radically different method which successfully removes the dingy film that imperils healthy teeth and gums.

Simply send the coupon. Don't think your teeth are naturally "off color" or dull. This will prove they are not.

Film—the enemy of beautiful teeth and healthy gums.

Run your tongue across your teeth, and you will feel a film—a viscous coat that covers them.

That film is an enemy to your teeth—and your gums. You must remove it.

It clings to teeth, gets into crevices and stays. It absorbs discolorations and gives your teeth that cloudy, "off color" look. Germs by the millions breed in it, and they, with tartar, are a chief cause of pyorrhea.

Protect the
Enamel

Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combant which contains harsh grit.

Tooth troubles and gum troubles now are largely traced to that film. Old-time methods failed in successfully combating it. That's why, regardless of the care you take now, your teeth remain dull and unattractive.

New methods remove it. And Firm the Gums

Now, in a new-type dentifrice called Pepsodent, dental science has discovered effective combatants. Their action is to curdle the film and remove it, then to firm the gums.

Now, what you see when that film is removed—the whiteness of your teeth—will amaze you.

Ordinary methods fail in these results.

Harsh, gritty substances are judged dangerous to enamel.

Thus the world has turned, largely on dental advice, to this new method.

A few days' use will prove its power beyond all doubt.

Mail the coupon. A 10-day tube will be sent you free. Why follow old methods when world authorities urge a better way?

Pepsodent
TRADE MARK
The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

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THE PEPSODENT COMPANY,
Dept. Ch-18, 1104 So. Wabash Ave., Chicago, U. S. A.

Mail 10-Day Tube of Pepsodent to

Name

Address

Give full address. Write plainly. Only one tube to a family.

COLOGNE AS AN AIR
PORT.REMARKABLE PROGRESS IN
PAST YEAR.

The discussion by the City Council of the scheme for the Cologne Aerodrome next year has disclosed some remarkable statistics, and has shown the importance of Cologne as an international air junction.

It was not until last April that Cologne was able to play any active part in aviation. By this time the national and international aerial time-tables for the summer had been completed, and except for an excellent twice-daily service to and from London (operated by Imperial Airways) the Cologne aerodrome was outside the main network of air line.

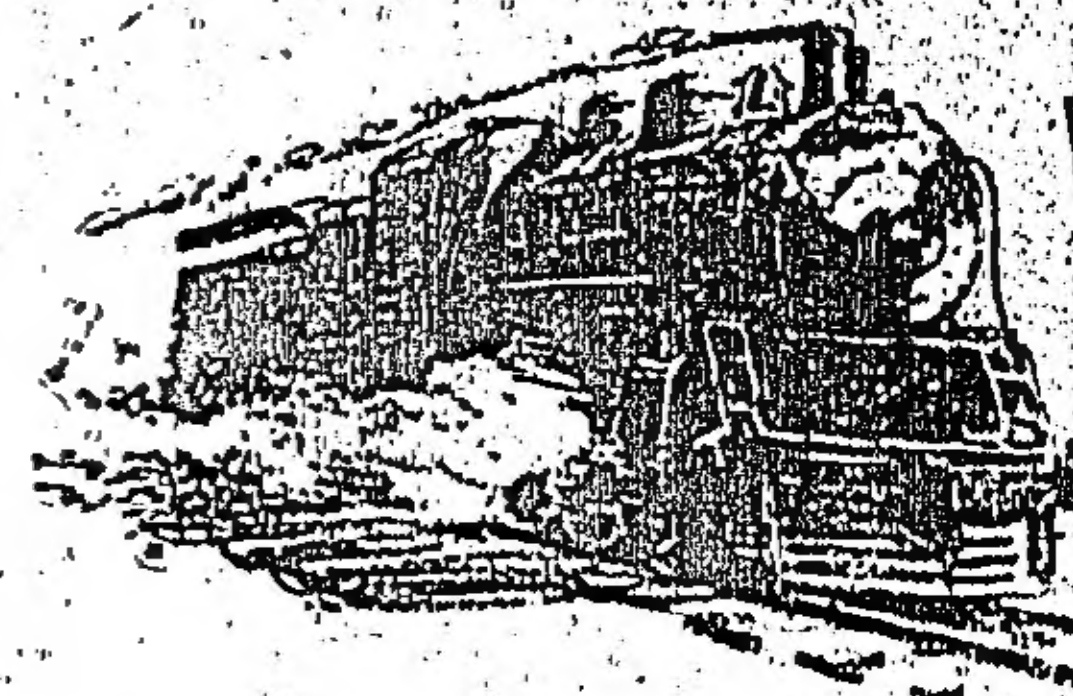
On the other hand, Essen and the Ruhr towns in general were well served, and made a vigorous attempt to capture the traffic which, but for an unnatural political hindrance, should have come through Cologne. In spite of this disadvantage, however, the statistics show that Cologne aerodrome has handled more traffic than the two most important of the Ruhr aerodromes put together. As far as passenger traffic in Germany is concerned, Cologne comes third after Berlin and Munich with regard to numbers carried. During the summer months in the middle hours a machine started or landed every four minutes, bringing passengers from or taking them to England, France, Belgium, Holland, and Denmark with direct connections, and via Berlin to Poland and Russia. For goods traffic Cologne is the most important air terminus in Germany—probably the most important in Europe. For postal traffic Cologne again takes first place in incoming mail, but fifth place for outgoing mail. These figures emphasize the importance of the aerodrome as a junction between east and west and between north and south.

Apart from certain constructional charges, the aerodrome shows a loss of 314,500 marks, which, considering the disadvantages under which it was operated, is small. An idea of the difficulties which faced the town authorities can be gathered from the fact that there were only two services daily to Berlin—both at midday and leaving within 15 minutes of each other. This was mainly due to the fact that Cologne as an air centre was squeezed into the timetable at the 11th hour. A further handicap was an absurd service which left daily for Hamburg, stopping at Dusseldorf (fifteen minutes away by air), Essen (ten minutes), Dortmund, and Bremen. This service was known in flying quarters as the "Rhine-Road Flea." The Cologne Corporation have notified their intention of refusing to support this anachronism this year. They have also demanded that a more satisfactory service to Berlin shall be maintained. The Imperial Airways, it is stated, will extend their present line to Prague. Some time ago it was suggested that this service should include a landing at Wiesbaden, where, of course, the British Army of Occupation has its headquarters. Commercially there would be little demand for such a halt, as the German internal service includes a line to Frankfurt. This particular line is one of those on which the fare by air works out at no more than first-class by train.

The aerodrome here is considered by experts to be one of the finest in Europe. Its main disadvantage—which applies particularly to the Cologne-London line—is that from the Belgian side winter fogs are prevalent. Another serious disadvantage is that it lies at a very considerable distance from the town.

For the second time in a fortnight thieves who have entered a timber merchant's at Chelsea, have ripped open a safe. The first time money was taken—the second nothing was found inside.

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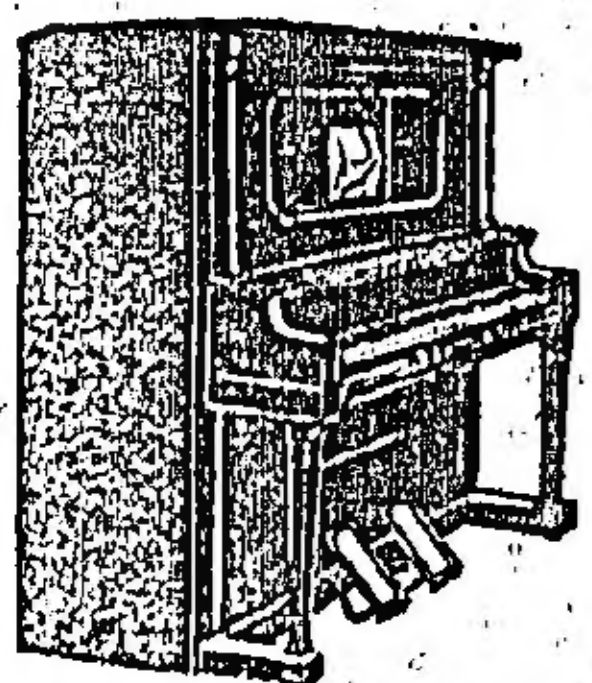
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A. A. DINNER DANCE.

LAST NIGHT'S HAPPY
FUNCTION.

The Hongkong Automobile Association's first social gathering took place last night, when a most enjoyable dinner dance was held in the Roof Garden of the Hongkong Hotel. From every standpoint, the function was a complete success, and during the evening it was intimated that it was hoped to make the fixture an annual one. There were some 150 people present and the excellence of the menu as well as the "peppy" dance music rendered by the Hotel orchestra were factors contributing to a very happy gathering. Amongst those present were the Hon. Mr. D. G. M. Bernard (President of the Association), the Rev. G. E. S. Upsell, H.C.F. (the Hon. Secretary), the Hon. Mr. E. D. C. Wolff (Captain Superintendent of Police), Commander Hartford and members of the Committee.

The Hon. Mr. D. G. M. Bernard, President of the Association proposed the toast of the guests and said:

"This is the first social event that the Association has organized and the support that has been given is very encouraging. I hope it will be possible for us to get up something of this kind every year."

How often we hear the query "What is the good of the Association anyway?" Well, in reply to that it must be remembered in the first place that an organization to care for the interests of motorists is found necessary in many countries. In England we have the A. A. and R. A. C., probably well known to all of you. There are also organizations in Australia, New Zealand, South Africa and Rhodesia. We are affiliated to all these and members going to England may take a letter of introduction to the organizations I have named and obtain considerable assistance from them.

Co-operation With Officials.

I am glad to say we are on very friendly terms with the Police, Public Works Department and Forestry Department. From all of these we receive the utmost courtesy and any suggestions we have to put forward for the benefit of motorists or the protection of the public receive the most careful consideration, and when found practical are carried out.

There are a variety of matters that are considered and dealt with such as surface of the roads, bad corners, traffic control and so on. The Secretary will always welcome any suggestions that members may desire to put forward. The work that the Association does along these lines may not be patent to the casual observer but nevertheless a great deal has been and is being done to improve conditions for motorists.

Association Benefit.

Turning now to the benefits the Association confers on Members these are readily apparent.

Members may obtain a 10% reduction in their insurance premium from local Companies—in respect of motor vehicles only of course.

For a nominal fee of \$1, a member may consult our lawyers and ascertain whether he has a case worth proceeding with or not.

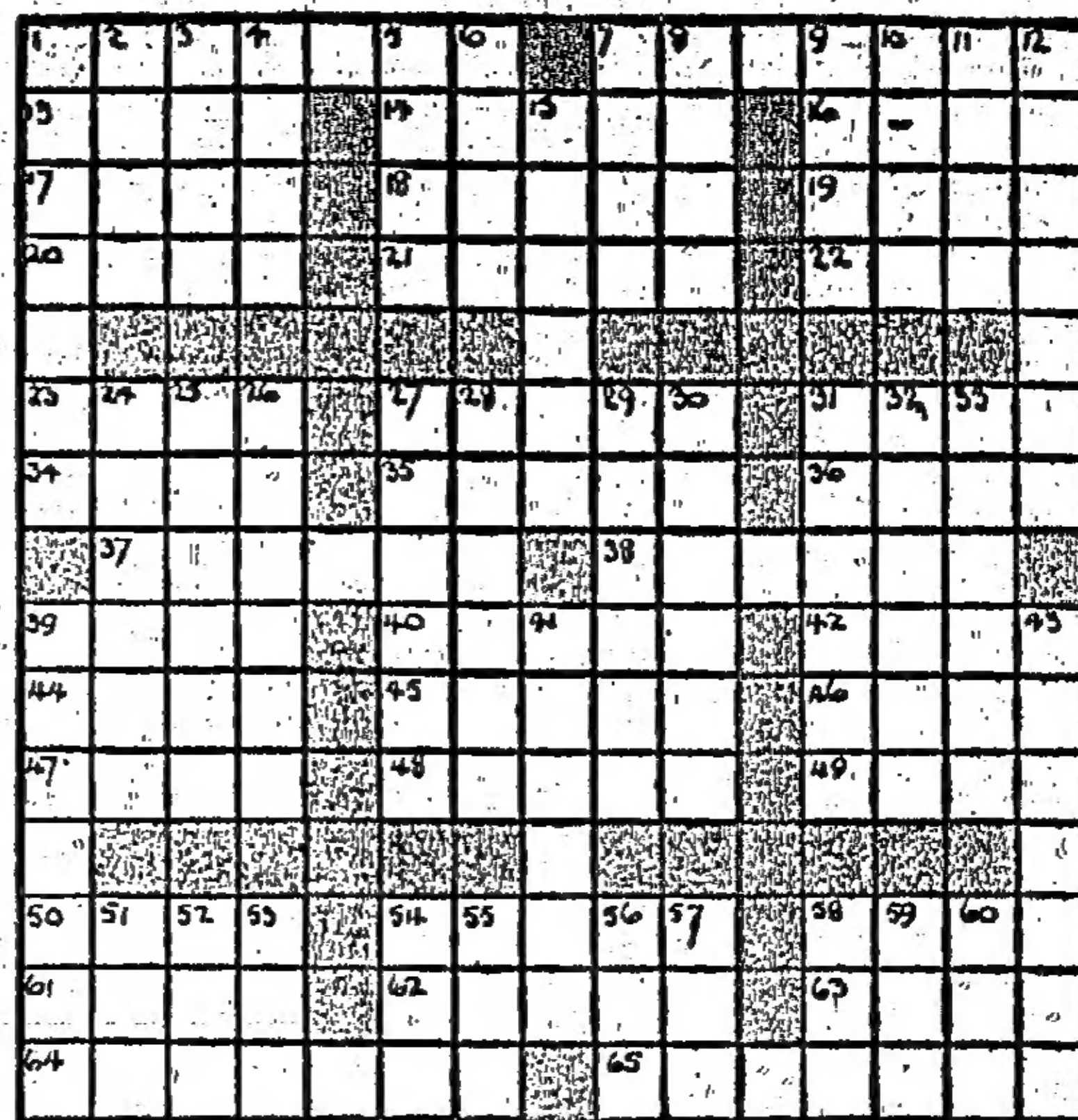
For a similar sum the Association has arranged with a technical expert for advice to be given in regard to any mechanical trouble there may be.

Lately owing to the many complaints of petty thefts from cars parked without an attendant, the Association has stationed a uniformed patrol near the Ferry at Kowloon and also at the City Hall in whose care members may leave their cars and feel no anxiety from what might be termed "sneak-thieves."

A Drivers' Bureau.

A little while ago our very energetic Secretary Mr. Upsell, started a Motor Drivers' Registration Bureau. If members desiring chauffeurs will apply to him they will

OUR CROSSWORD PUZZLE.



Across.

- 1 Idle talk.
- 7 Have faith in.
- 13 Wander.
- 14 Without exception.
- 15 Egg-shaped.
- 17 Famous garden.
- 18 Eagles home.
- 19 Lime tree.
- 20 Lively.
- 21 Hauls.
- 22 Indian coin.
- 23 Days in the Roman calendar.
- 27 Splendour.
- 31 Turkish judge.
- 34 Valley.
- 35 Cup.
- 36 Pertaining to ed.
- 37 Godparents.
- 38 Salutations.
- 39 Flea.
- 40 Speak.
- 42 Small birds.
- 43 Slimy fish.
- 45 Iron plate coated with tin and lead.
- 46 Ireland.
- 47 Plant.
- 48 Speak derisively.
- 49 Slimy.
- 50 Ailments.
- 51 Plank.
- 52 Obtain by labour.
- 61 Claw.
- 62 Proprietor.
- 63 Quid of tobacco.
- 64 Tawny owl.
- 65 Sulphide of iron.

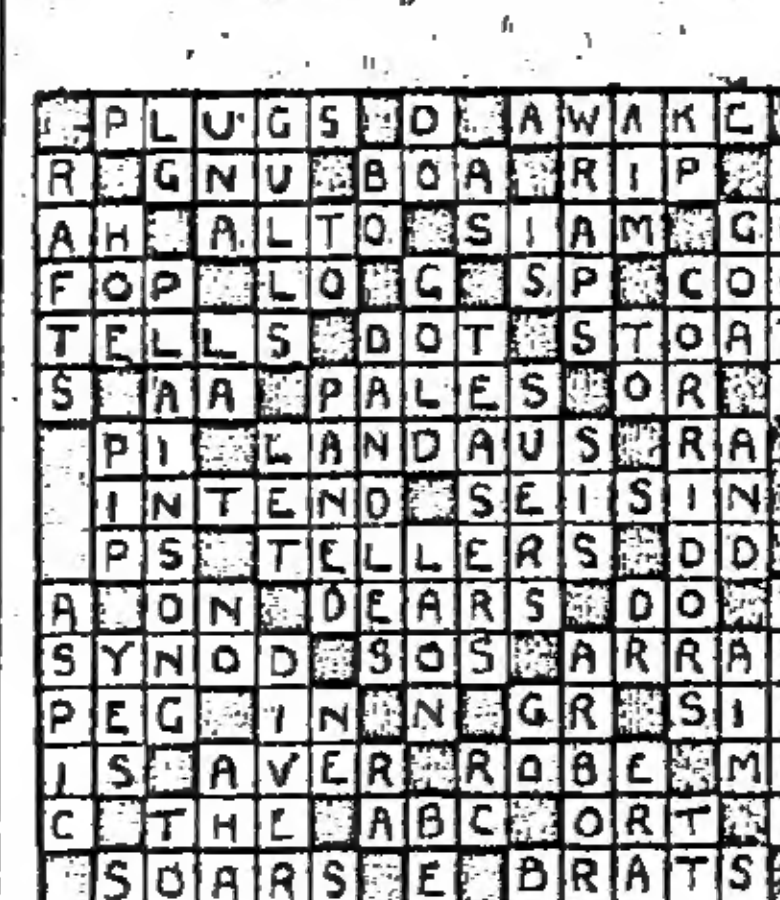
Down.

- 1 Paid beforehand.
- 2 Travelled without walking.
- 3 Assent.
- 4 Postal dwelling.
- 5 Conduct.
- 6 At all times.
- 7 Two masted vessel.
- 8 Potato seeds.
- 9 Greek letter.

Smooth.

- 10 Smooth.
- 11 Concealed.
- 12 Derived from gall-nuts.
- 15 Delates.
- 24 Old French coin.
- 25 Authorize.
- 26 Half-eaten (rare).
- 27 Walks like a peacock.
- 28 Be quick.
- 29 Member of a Jewish sect.
- 30 Cleave.
- 31 Small coat.
- 32 Kesteen highly.
- 33 Drop.
- 39 Obtaining.
- 41 Surgeon's saw.
- 43 Curved plants.
- 51 Roman household, dietary.
- 52 Falschood.
- 53 Underland.
- 54 Salutation.
- 55 Bird.
- 56 Dress fabric.
- 57 Parched.
- 58 Upon (prefix).
- 59 High note (music).
- 60 Regret.

Yesterday's Puzzle.



FEELING SEEDY?

Ten to one you have been neglecting Nature's chief means of ridding the system of toxic matter—the intestinal tract. A laxative will put you right.

Pinkettes exactly fill the requirement. They gently dispel constipation, aid the liver,



clear away sick headaches and bilious attacks, restore cheerfulness and a general sense of well-being.

Of chemists, or post free, 50 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

Commander Hartford replied to the toast and said that he had been in Hongkong since 1910 and had watched the growth of motoring in the Colony with interest. He thought the time had come when the Automobile Association was a real necessity and paid a warm tribute to the officials, both past and present who had done so much to bring the organization up to its present very efficient state.

DRINK

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"The Health Giving Water."

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While the Sahara Sleeps.
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Rain Bows.

Lo-Nah
Sleepy Head
Lonely Acres

Do you Believe in Dreams?
That Night in Araby.
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Cherie, Love You

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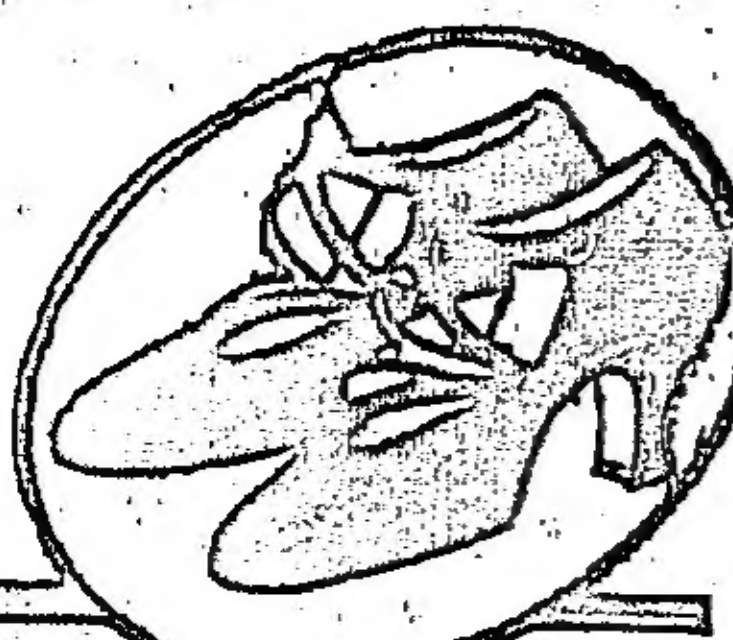
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bring to mind steps that may be taken to protect the fragile, and susceptible.

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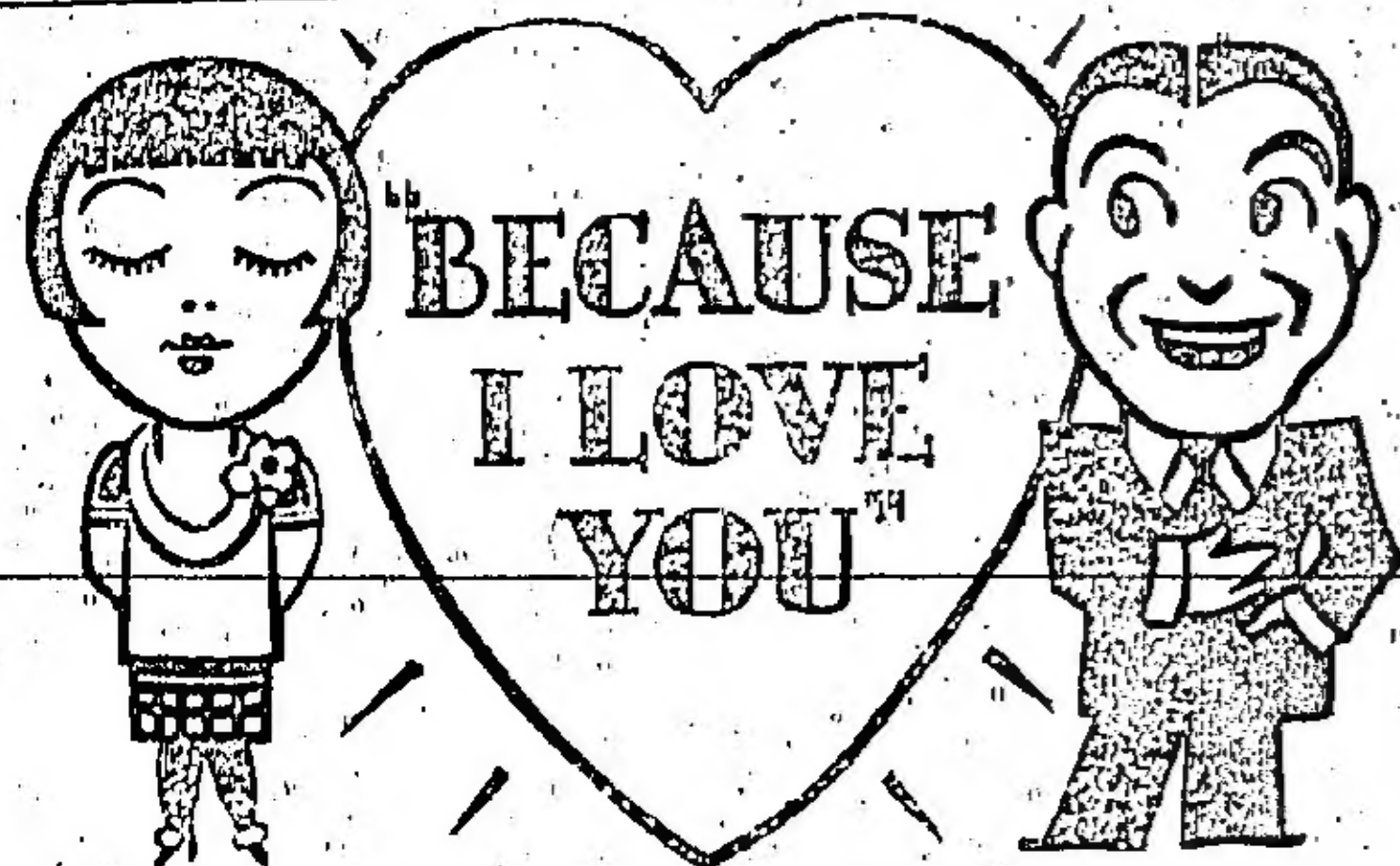
gives valuable support to the patient's natural power of resistance.

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With Vocal Refrain
Sunday—Fox Trot With Vocal Refrain
JEAN GOLDKETTE and HIS ORCHESTRA
Hello Blue Bird—Fox Trot With Vocal Chorus
Hugs and Kisses—Fox Trot With Vocal Refrain
ART LANDRY and HIS ORCHESTRA
Adios Fideles (Oh, Come, All Ye Faithful) Grand Organ
Silent Night—Grand Organ MARK ANDREWS
Meadow Lark With Piano
Kiss Your Little Baby Good-Night With Piano
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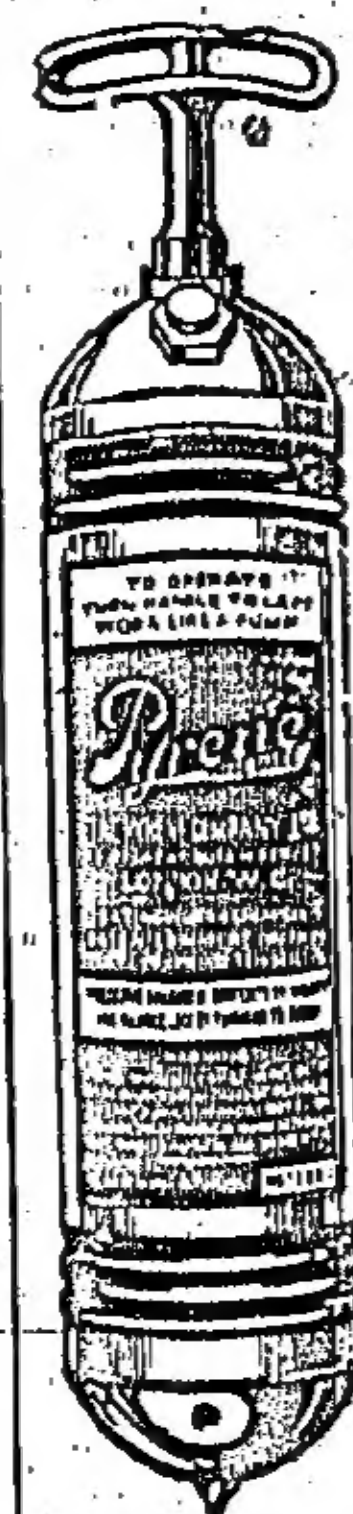
Prime Back	\$ 1.60 per lb.
Prime Streaky	\$ 1.30 "
Collar Sliced	\$ 1.20 "
Collar (for boiling)	\$ 1.10 "
Fore Hock	85 cts. "
Corner Gammo	\$ 1.60 "
Whole Gammo	\$ 1.35 "

Reserve Stocks are kept in our own Refrigerating Chambers—why not buy all your provisions from us, we do more than just sell them to you, we ensure purity, thus safeguarding health.

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PROTECT YOUR CAR



by installing a "PYRENE" Fire Extinguisher. "PYRENE" will kill fire without damage to the engine, woodwork or upholstery. Water sprays a petrol fire; sand is inefficient and will put the engine out of action. "PYRENE" Extinguisher is small in size, light in weight and easy to handle. "PYRENE" does not deteriorate and is always ready for use.

Keep a "PYRENE" handy on car and in garage.

Mustard & Co., Ltd.

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The Telegraph

SATURDAY, JANUARY 22 1927.

EDUCATIONAL AIMS.

At a moment when there is a good deal of comment taking place in regard to the recent Matriculation and Junior Local examinations, and when the prize distributions of several of our schools are about to take place, it may not be inopportune to express a few thoughts on the aims of education in this Colony. We do not intend to analyse the vexed question of the relative merits of what may be termed classical and practical education, but a few remarks may be made on the all too prevalent idea that a scholar's progress is to be gauged by the measure of his success in winning prizes. We fear that the doctrine that a boy goes to school to win prizes has so firmly spread that many parents accept it as an axiom, and we can well believe that many a bright boy who has taken full advantage of his opportunities but has allowed his mind to wander somewhat on examination day has been soundly reprimanded when the results have duly appeared. Whilst prize-winners are entitled to every credit, the boy who thoroughly absorbs the education instilled by conscientious teachers need not necessarily feel depressed at his lack of success.

As to the type of education given, much of course, must depend on the ultimate aims of particular students. We have every sympathy with the movement for giving facilities for a classical education to those who want it, and we fully appreciate the value, even apart from purely practical purposes, of such learning as will be made available under the Chinese Faculty at the University. But, so far as the general run of students in Hongkong is concerned, what we need is the product of a sound grounding in the essentials—scholars who can read and speak correct or even moderately good English, boys whose training sharpens their senses to modern methods of work and thought, and, above all, boys who are not encumbered with a lot of useless information on what may be described as "fancy" subjects.

We have only to look at India for a lesson. In that country can be found innumerable B.A.s who are glad to take on any kind of clerking jobs, and for whom an expensive and wholly unsuitable type of education has done practically no good at all. In these days of commercial expansion, the

equipping of students who intend entering a business life with a really sound and practical education is an aim which should never be lost sight of. Here in Hongkong, as also is the case at Home, many a lad who has matriculated or who has figured high in the prize lists at school finds himself, when he goes out into the world, unable to express himself correctly either in speech or writing. There are many causes which could be cited to explain that fact, but into these we have not the time at the moment to go. There is the fact, however, and it is one which is worthy of serious consideration.

Industrial Optimism.

There is a very great deal of optimism at Home regarding the future of Britain's industrial and commercial activities, and it is an optimism which, of itself, will inevitably engender some of the trade revival hoped for. There is a value for its own sake in this brighter outlook and, when behind this brighter outlook there is plenty of evidence to justify it, then it might be true to say, as did Mr. Goodenough at the annual meeting of Barclay's Bank, that the outlook to-day is more promising than at any time within recent history. The greatest asset as regards the future is that Labour has been taught a severe lesson during the past year and that employers also are all in the mood and spirit to work in a co-operative way with their employees. It has been proved that the equipment of British industry, the quality of its output and the trading worthiness of those who conduct it is as high, if not higher, than that of competing nations, and it only needs goodwill and frictionless working between the two essential parties in industry to bring about a big revival of industrial activity. It is encouraging to hear that, owing to improved organisation, it has lately been possible for British manufacturers to compete in price with Continental producers, and this should pave the way for a large accretion in orders. If the price is right we need have no fear of the quality, because British goods have ever been famed for the worth of the workmanship and material. After a really bad year, Britain stands in need of a period of undisturbed industrial output, and, although world wide conditions are still a little unstable, we have sufficiently returned to what may be considered the normal to expect more of our rightful share of the trade in circulation.

21 YEARS AGO.

EXTRACTS FROM "TELEGRAPH" FILMS.

The following items are extracted from the *Telegraph* files for the week ended January 27th, 1906.

The rate of the dollar on demand was 2s. 0.5/16d.

The Hongkong and Whampoa Dock Company Limited proposed a dividend of 12 per cent., with a carry forward of about \$350,000.

The deaths were reported of Capt. Bignall, a Master of the s.s. Nanshan, and Mr. H. F. Hoile of Kowloon Docks.

Mr. E. P. H. Lang was admitted a solicitor at the Supreme Court.

At a Sanitary Board election, Mr. A. Shelton Hooper and Mr. Henry Humphreys were returned unopposed.

Canton merchants threatened to strike as a protest against excessive taxation, but the Viceroy intimated that such action would result in the execution of the leaders of the movement.

The s.s. Chipping was launched for the Indo-China Steam Navigation Company at Aberdeen, Scotland.

The Government called for tenders for the construction of a Post Office in Kowloon.

In an interport football match, Hongkong defeated Canton by six goals to nil.

Money and jewellery to the extent of \$47 were stolen from Mr. Rudy's residence at No. 1B, Banno Buildings, Hankow Road, Kowloon, on Thursday.

DAY BY DAY.

TO FORGIVE A FAULT IN ANOTHER IS MORE SUBLINE THAN TO BE FAULTLESS ONE'S SELF.—George Sand.

Bishop Valterra left for Walchow on Friday morning. He will be absent for some days, possibly until after the Chinese New Year.

An Indian case of typhoid fever was reported from Kowloon yesterday.

The Diocesan School Old Boys' Association dance is taking place next Wednesday.

The *Gazette* contains traffic regulations in connection with forthcoming annual Race Meeting at Happy Valley.

Effective Chinese calendars are to hand from the Hongkong Fire Insurance Co., Ltd., and the Green Island Cement Co., Ltd.

A Chinese was arrested on the President Pierce yesterday in possession of 406 rounds of ammunition.

His Excellency the Governor has re-appointed Chevalier J. M. Alves to be a member of the Board of Education for a further period of two years.

The Chinese charged with snatching a handbag from Mrs. M. J. Barros Maher in Kowloon recently, was yesterday committed for trial by Mr. T. W. Ainsworth.

A hawk was way-laid by highway robbers on the Tsai Wan Road yesterday. After tying him to a tree, they stole from him money and property amounting in value to \$40.

A bankruptcy notification states that a first dividend of 25 per cent. has been declared in the case of A. Kwai and Company, otherwise known as Yick Cheong Hong, of 18 and 19, Connaught Road Central.

Injured in the head through a brick dropping on her from an upper floor, a Chinese woman was removed yesterday to the Government Civil Hospital from Wing Lok Street, where the accident took place.

The following have been appointed members of the Pilotage Board of Examiners:—The Deputy Harbour Master (President), an officer of the Royal Navy, Mr. R. S. Adey, Mr. R. D. Thomas and Mr. Lloyd Kay.

Six Chinese charged with robbery at Tai Long village, in the New Territories, were yesterday found guilty at the Criminal Sessions and sentenced to seven years' hard labour each by the Chief Justice.

At the Criminal Sessions yesterday, the Chief Justice sentenced two Chinese to five years' hard labour on a charge of assaulting a sampan woman, with intent to rob, in the Yau-mati typhoon shelter on December 6th.

The wedding took place quietly yesterday of Mr. G. A. Harrell, Passenger Agent of the Dollar Steamship Line, Hongkong, and Miss E. Marsh, who had been an assistant at the same office. In the afternoon Mr. and Mrs. Harrell left on the s.s. President Pierce for Manila, where the honeymoon will be spent.

The annual speech day of the Ying Wah Girls School took place yesterday afternoon in the auditorium of the Chinese Y. M. C. A., when Mrs. J. B. Wood distributed the prizes. The annual report showed that the school had made good progress during the year under the Headmistress, Miss Davies.

It is notified that a competitive examination for the Indian Civil Service, open to all qualified persons, will be held in London in July and August, 1927, and that copies of the regulations, syllabus of examination, and forms of application to be filled up by the candidates may be seen locally on application at the Colonial Secretary's office.

The Chief Secretary, the Hon. Mr. W. Peel, and Mrs. Peel gave an At Home at Kulala Jampur on January 13th in honour of the Bishop of London. The function was a brilliant one and included over 700 guests from all parts of the country. As the guests arrived they were introduced to the Bishop. Refreshments were served on the lawn.

THE ERA OF THE SLOGAN.

Something That Hongkong Needs.

The dictionary describes "slogan" as a war-cry amongst the ancient Highlanders of Scotland, and whether the descendants of those intrepid colonisers have carried the habit to the ends of the earth, or whether it has spread from sheer virtue, the great fact remains that no movement is complete without one.

One of the first organisers to recognise the necessity was Sir Robert Baden Powell, who wrapped his Scouts about with a blanket of "one good deed a day". A more recent example was the miners' war-cry of "not a penny off the pay, not a minute on the day", and if anything could have won the populace, and thereby carried the strike to victory, that rhythmic line might have done so. In contradiction of our large coal exports, our letters arrive charged with the legend "British Goods Are Best," which is a dogmatic statement straight from the shoulder.

Despite these examples, and a dozen more, one has to admit that the Chinese Nationalists are, true pastmasters at this popular, and profitable game. There is no camouflage. One paper I have in mind, often has a page of propaganda, more accurately described as a hymn of hate, and each outbreak winds up with a line of block letters:—"Slogan for the Day:—We will not rest our arms while the Imperialist tramples our country. The glorious weapon of the boycott is our strength."

The Nationalists know full well the emotionalism of the people, and Chang Kai-shek's Army may travel without music, but its rallying cries would put heart into any band of patriots. The hatred of the foreigner has always been

fiercer in the South, and to-day that instinct has been turned into a sacred trust, gilded by phrases, into a flaming torch held amongst the throng.

What rallying cry has the Allied Army? What genius for advertisement has Wu Pei-fu? He issues circular telegrams couched in the language of the scholar and the diplomat, but his soldiers want heart, as did ours in 1914. The Tommy sang himself to victory up the Poperinghe Road, with ballads which became slogans of the war. In England, "Keep the Home Fires Burning" carried many a weary canteen worker through the night shift. Such lines were no longer simply the names of popular ballads—they became slogans and battle-cries; cries from the trenches, cries from hospitals, a cry of pain, or joy, from almost every household. One wonders whether these, and the prayers of Europe, rose to the stars; their pitiful clamour drowning even the roar of the guns.

Hongkong, to-day, is a little weary of waiting, and not quite sure that "no news" is "good news", as promised by the proverb. What we want is a bright new shining slogan—half truth, half bravado. Mirages has sometimes proved to be a man's salvation, giving the weary traveller strength and courage to travel, yet a little further, to that imaginary water which, even while it recedes, draws him on to the tiny unseen spring in his path. Many a merchant to-day has forgotten the taste of clear profits, and wears a smile when he can pay his overhead charges. A note of optimism at this hour might bring new vigour to all ranks.

TISTHENES.

CORRESPONDENCE.

SCHOOL RESULTS.

[To the Editor of the *Hongkong Telegraph*.]

Sir,—Much has been the talk of school results in your paper during these few days, and I shall be glad if you will allow me to add to it.

For Wah Yan School "Render Unto Caesar" claims good work and for the Sacred Heart School "Pro-education" and "Fairness" claim a full percentage of passes in the Matriculation Examination of the University of Hongkong.

If my memory serves me right, it was said by Mr. W. W. Hornell, Vice-Chancellor of the University of Hongkong, at the Theatre Royal when Wah Yan College held its annual prize distribution last year, that "if examinations are worth entering they are worth passing." I am sure the public will concur with his view. As this assertion is so positively true, I hold that only those schools that have obtained a good percentage of passes and distinctions, honours or scholarships, do deserve a tribute.

In Queen's College and some other large educational institutes, students who have merely passed the Matriculation or Local Examinations will be rewarded with only a certificate each and no prize at all, but to those who obtained distinctions or honours and scholarships, prizes are distributed. This shows that boys passing Matriculation and Local Examinations are quite common in those Colleges, and that those getting distinctions, honours or scholarships are to be admired.

I have learnt that "Pro-education" and "Fairness" appreciate the Sacred Heart School's 100% of passes in the Matriculation Examination of 1925, but it is rather surprising why the two gentlemen did not seem to have expressed their hearty sympathy with the Sacred Heart School's 100% failures in the Junior Local Examination of the same year. It has come to my knowledge that the school in question sent six boys under the name of that school and upwards of 10 boys under private study for the Junior Local Examination and that not a single one passed.

It is natural that one would reveal his good work and conceal its poor. But for the sake of fairness, both should be laid open.

Yours, etc.,
MOST FAIR,
Hongkong, Jan. 21st, 1927.

MALAYA RADIO.

LACK OF PUBLIC SUPPORT.

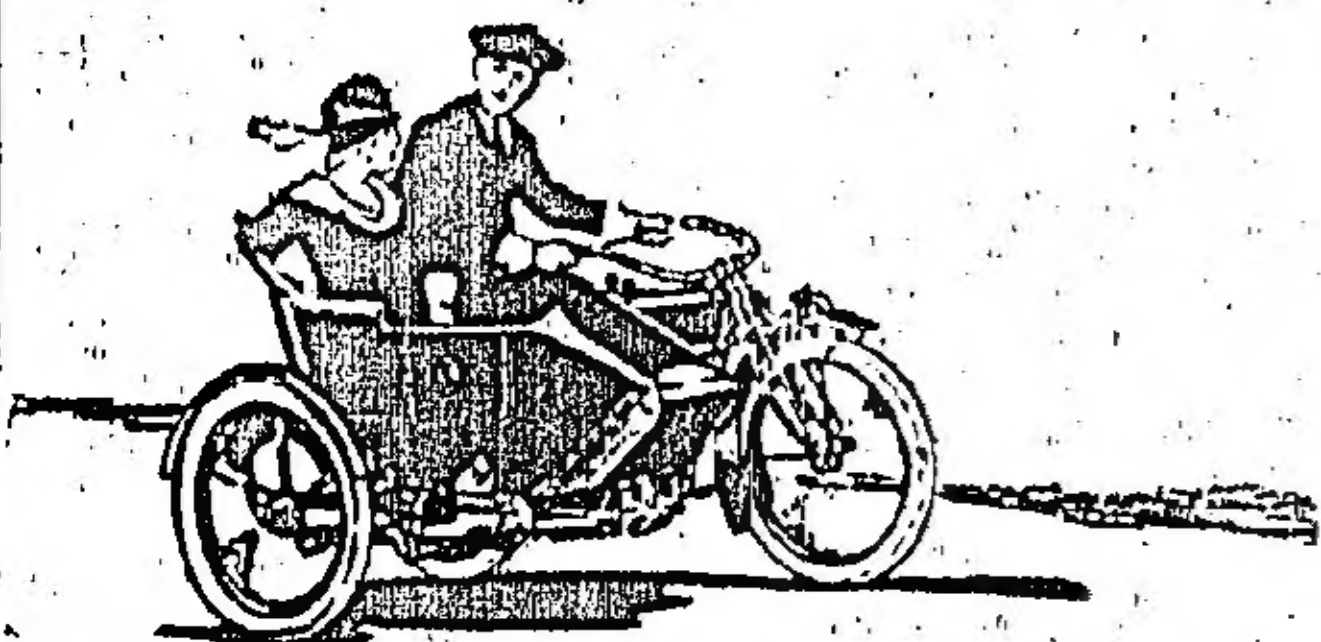
The temporary "close down" is an every day feature of broadcasting, but the permanent "close down" of a wireless society in these days would be unique. We regret, says the *Singapore Free Press*, to hear that that fate is likely to overtake the Amateur Wireless Society of Malaya unless more support is forthcoming from the considerable section of the public throughout the country who share in the programmes transmitted by the society but do not give their practical support by joining. Several times the aims and objects of the society have been described in these columns; and we may repeat that the officials are all honorary and devote much to this pioneer work.

Also the contributions of the vocalists, instrumentalists and others who are heard twice a week over the ether are entirely honorary; but there are certain necessary working expenses, and it is to cope with these that the practical assistance of listeners-in is desired. The greater the income the more the society can perfect its work. It is hoped that those who listen in but so far have hung back from membership will play the game by those who are doing this good work. It will be a disgrace to Malaya if the society has to close down for want of support, or if it can only continue with the financial assistance of those who have already given freely of their ability and time.

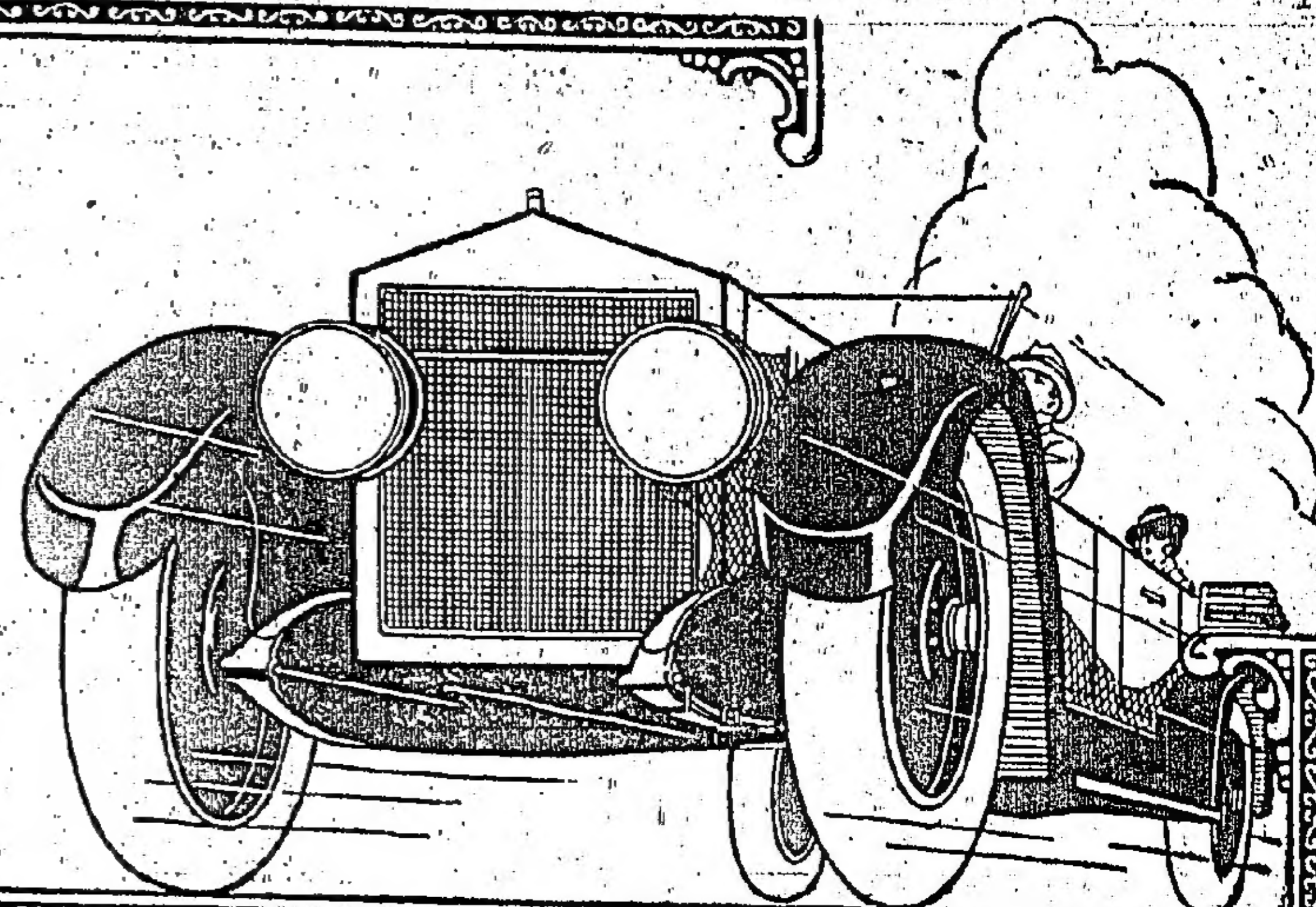
A proposal, submitted by Dr. Sze to Chiu, Commissioner of Public Health, to establish offices in Salkwan and Honam for giving free medical treatment and medicine, has been passed by the Canton Municipal Administrative Council. As soon as the budget, drawn up by the Bureau of Public Health, is approved by the Bureau of Finance, the offices will be established.

Among the passengers who left the Colony to-day by the P. and O. liner Kashmir were Messrs. F. W. Allen, and S. F. Barrett. These two popular members of the Naval Dockyard Store Department were the recipients of valuable mementoes, at a presentation in the Dockyard Club-rooms last evening. Mr. E. A. S. Hayward, Naval Store Officer, after a few well-chosen words, presented each of them with handsome silver tea-sets, subscribed for by members of the various departments. Messrs. Allen and Barrett have been appointed at Home after just over four years' service in Hongkong.

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 22nd JANUARY, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

H. K. A. A. Dinner.

The report of last night's Dinner Dance appears elsewhere in to-day's *Telegraph* owing to the fact that this Supplement is prepared earlier in the week.

Dangerous Driving.

Quite recently, we referred in these notes to the practice indulged in, by some drivers, of overtaking vehicles on a bend, and since then, we have received requests to again give the matter publicity. Most of the complaints refer to Stubbs Road, and, strangely enough, several relate to instances of lorry drivers offending in this respect. One motorist informs us that it is merely a matter of "joss" that a serious accident has not occurred, and he rightly thinks that the most drastic steps should be taken to deal with drivers who expose other road users to such serious risk. Sooner or later it is inevitable that a serious, and possibly fatal, smash will occur, unless early examples are made of those offending. The trouble is to catch such people in the act, but even if the provision of police "traps" be necessary, it would be well worth the time and trouble in removing such a serious menace from our roads.

Motorists' Help.

Owner-drivers generally make the complaints, which may be attributed to their keener sense of responsibility and road-safety, but we would urge them to take the matter further and report the number of every vehicle giving offence. Acts of gross negligence should be reported, and motorists can render a public service by acting accordingly. It should always be borne in mind that every reckless driver constitutes a grave danger to others, and if he is allowed to continue in his recklessness, in may well be that the time will come when it is too late to lodge complaints, excepting the complaint of serious damage done. Those gentlemen, therefore, who decide to report every flagrant case of driving to the public danger, will indeed deserve the thanks of the rest of the motoring community.

Government Vehicles.

We understand that the Government has recently placed a number of motor vehicles on the streets for the purpose of collecting refuse, and that some of the antiquated buffalo carts have been withdrawn in consequence. The recent edict that Government Officials shall not give information to the Press, prevents us from endeavouring to obtain particulars of these vehicles, but we can only hope that steps really are being taken to modernise the Colony's street-cleaning and refuse removing systems. The slow-moving buffalo cart should certainly be dispensed with altogether.

Agents Wanted.

A well-known firm of British manufacturers of commercial, municipal and public service motor vehicles is open to receive

enquiries for agencies from distributing firms of repute. The manufacturers in question have been established for twenty-five years, and their products are well-known throughout the world. They build a range of vehicles, including commercial chassis for loads of 30 cwt. to 5 tons, and chassis for public-service vehicles. Furthermore, they specialise in road sweeping machines and other municipal vehicles. Their various models are marketed at thoroughly competitive prices and their latest model embodies an entirely new method of construction ensuring more days on the road and fewer hours in the repair shop. Firms desirous of taking up an agency of this class should, in the first instance, address particulars of their qualifications to undertake the work to the Editor of this journal, who will communicate in the right quarters and put them into direct touch with the manufacturers concerned. Suggestions Welcomed.

Members of the H.K.A.A. are specially invited to send suggestions relative to motoring to the Honorary Secretary. There must be many ideas which suggest themselves to motorists which would be of general benefit if put into effect, but unless these are submitted to the right quarter, nothing can be done. The Hongkong Automobile Association is out to do everything in its power for the benefit of its members, but much of the work depends upon the co-operation of local motorists.

Social Functions.

Occasionally we hear a motorist suggest that a Motor Gymkhana should be held, and while we quite agree that Hongkong should be able to put up quite as good a show as any other British community in the East, the question again becomes one of co-operation. Such an event calls for much hard work on the part of the organisers, and usually the work falls upon the shoulders of a few enthusiasts. Hongkong certainly has the enthusiasts, but whether their enthusiasm would be deservedly supported by motorists generally is quite another matter. Obviously, such an event must be assured of support; otherwise it becomes a farce, and the greatest deterrent against the organising of a Gymkhana, is the possible failure due to lack of support. The spectacle provided by a procession of decorated cars and the subsequent "Battle of Flowers" is extremely picturesque, while competitions which do not call for undue risk, can be both amusing and entertaining to the public. We feel sure that if Happy Valley could be secured for the venue of such a function, there would be no lack of spectators, and an inaugural event would, in all probability, be the forerunner of others. Perhaps a similar procedure could be adopted as in the case of last night's Dinner Dance, namely, the issuing of a request that those who would be willing to compete would notify the Honorary Secretary accordingly.

AUTO FUEL FROM WOOD.

French Invention.

STUDIED IN AMERICA.
(By Israel Klein.)

While emphasis is being placed on the importance of coal as a source of our future automotive fuel supply, engineers aren't overlooking the least opportunity from other sources.

They have gone so far as to consider the uses of wood and straw as direct means for obtaining power for our automobiles. The U. S. Bureau of Standards is not to be outdone in foresight, for it even today is studying a French invention which utilizes wood as direct fuel for automobiles. It has also been experimenting with straw, seeking whatever power this product may have in the form of an alcoholic fuel.

Probability of the use of these materials is far removed. Although our oil supply is thinning, our coal resources are so vast that engineers figure they will not be depleted for centuries to come. Out of coal comes valuable fuel oils, as well as other important products.

NO OIL, LITTLE COAL.

But France has practically no oil within its entire domain, colonies included, and must rely already on the comparatively little coal it owns for its domestic fuel supply. Italy is even in worse shape, with no oil and low coal resources.

It is therefore here that wood is being tested as the next best bet. The invention now in the hands of the U. S. Bureau of Standards, reduces wood by a baking process into a weak gas which when mixed with air, forms a practical fuel mixture for automobiles. It is much weaker than gasoline, but less costly, and at least a good thing to depend upon in case of emergency.

Australia is making intensive studies of the use of wood and straw for their fuel possibilities. Australia has been importing oil for fuel to an increasing extent. Substitutes, therefore, are much desired.

Out of the cellulose in the straw, about 80 gallons of power alcohol can be obtained from a ton of the straw. A ton of dry wood could yield about 50 to 60 gallons of the same fuel.

ENOUGH FOR DEMAND.

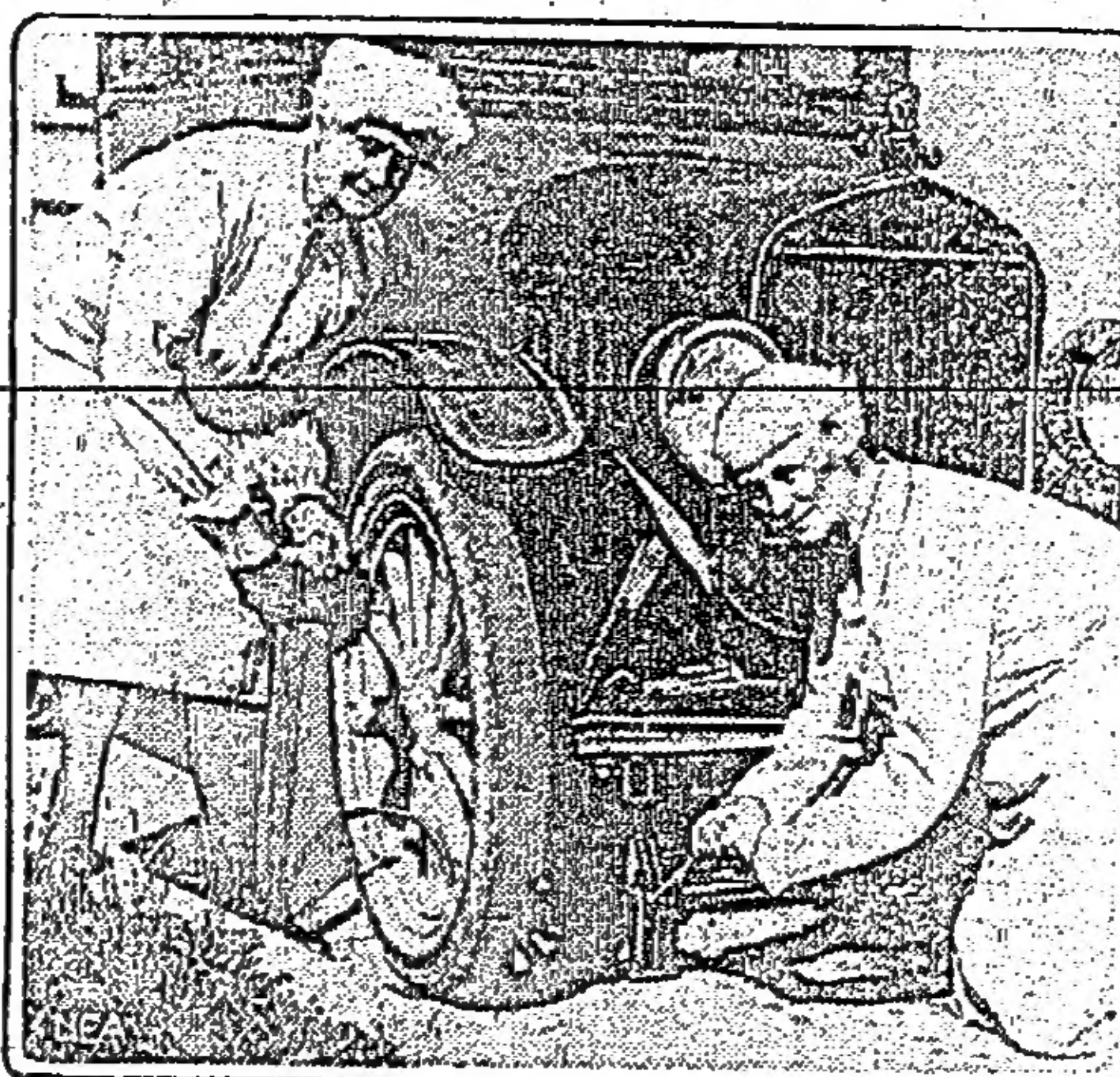
With the immense production of wheat in that country and the vast timber territory there, it is believed that necessity could force the substitution of automotive fuels from these products, more than to offset the requirements.

Cellulose is reduced to power alcohol by the use of strong sulphuric acid and the subsequent action of yeast fermentation.

French, as well as other engineers, have been studying the possibilities of the anhydrous alcohols, the power alcohols, obtained from coal as well as straw and wood. Methyl alcohol especially has been found highly effective as a fuel, when mixed in a certain proportion with gasoline.

It has been found to eliminate detonation, to afford greater power at lower temperatures, permit more flexible operation at varying speeds, and to keep the motor in good working condition.

ENTHUSIASTIC LADY MOTORISTS.



Maybe those jokes you hear about grandmother being more peppy than her flapper granddaughter are right. Anyhow, these two grandmothers, Mrs. W. D. Hudson (left) and Mrs. R. J. Elliott, have just finished a motor trip from Seattle to Atlantic City and back, alone and unaided, even fixing their own tyres along the way. They're sisters and Seattle is their home.

TO FIGHT FORD CAR. BRAKE EQUALISER.

General Motors' Big Campaign:

\$4,000,000 IN ADVERTISING.

A special cable to the "Chicago Tribune," from Detroit says that General Motors will, engage shortly in a bitter war for the cheap motor-car trade, directing its fire principally against Mr. Henry Ford.

Although the report is said to be unconfirmed, it is understood that General Motors will spend a sum estimated at \$4,000,000 in advertising their cars, principally the Chevrolet type, during the coming year.

It is believed that Mr. Ford will put a high-grade 6-cylinder car on the market in January next.—Central News.

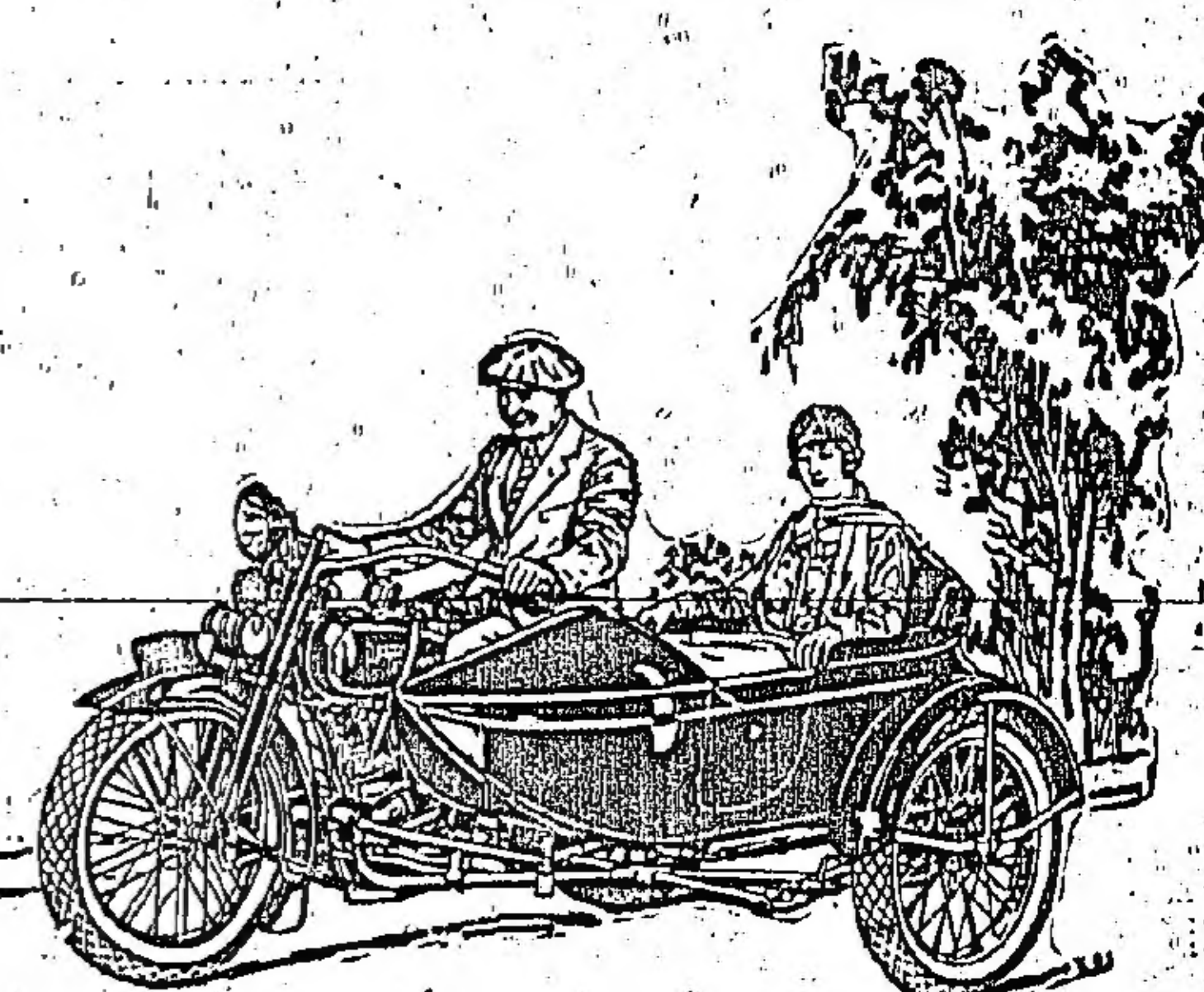
Anti-Skidding Device.

Automobile skidding may be prevented by the use of an equalizer which varies the braking pressure on the brake drums of the wheels on the opposite sides of the car as the friction or hold of the tyres on the two sides varies.

G. L. Smith, of the Washington section of the Society of Automotive Engineers, is the inventor of the brake equalizer. He says that his invention acts automatically to equalize the braking pressure on the two drums with the friction on the road.

TRAFFIC "DEATH MAP."

The Detroit police department has made a "death map," indicating where every traffic fatality occurred within the city limits during the year. There are 281 pins in the map, each marking a death.



CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

Have you seen the latest, greatest motorcycle.

Harley-Davidson's 1927 "Stream-Line"? To see it is to crave to get in the saddle—to feel its pulsing, eager power. To ride it is to want it—want it for its thrilling speed, its greater comfort, its rakish, stream-line beauty.

Improvements—27 of them—make the "Stream-Line" the motorcycle sensation of years. Low hung for safety and easy control; better springs and bigger tires that give "Pullman comfort" to you and your sidecar pal; and the same economy that has made Harley-Davidson famous—50 miles for a dollar (gas, oil, tires and all)!

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Mobiloil

Make the chart your guide

The world is always telling its orators, slangily, to "get down to cases," or to "brass tacks," which is simply one way of demanding specific facts and information.

In its attitude toward the lubricating oil manufacturer, it is demanding the same thing, but it has a different way of doing it. In oral intercourse, the auditor simply says "get down to brass tacks, give me something concrete." On the platform the mouther of generalities is, according to the nature of the audience, listened to in bored silence, interrupted by cat-calls, heckled or hissed.

Addressed in writing, the public can't do this. But it does it equally effectively by not reading the advertising, or—by not responding to and acting on it.

Mouthers of generalities are telling the motoring public that their lubricants, at cheaper prices, give as much satisfaction as the Correct Grade of Gargoyle Mobiloil—a statement which is not a fact. A practical comparison is all that is necessary to prove the vast superiority in quality, service and performance of Gargoyle Mobiloil.

The public demands specific facts, and we consequently do not hesitate in telling motorists that Gargoyle Mobiloil is not a by-product in the manufacture of benzine and kerosene; that it is recognized by over five hundred motorear manufacturers as the finest lubricant obtainable; that although the price to buy is higher than the price of competitive lubricants, the cost during the period of service is very considerably less—often as much as fifty percent.

It is suggested to motorists who desire to get the maximum service from their engines that they drain the crankcase while the engine is hot and fill it to the correct level with the grade of Gargoyle Mobiloil recommended in our Correct Lubrication Chart.

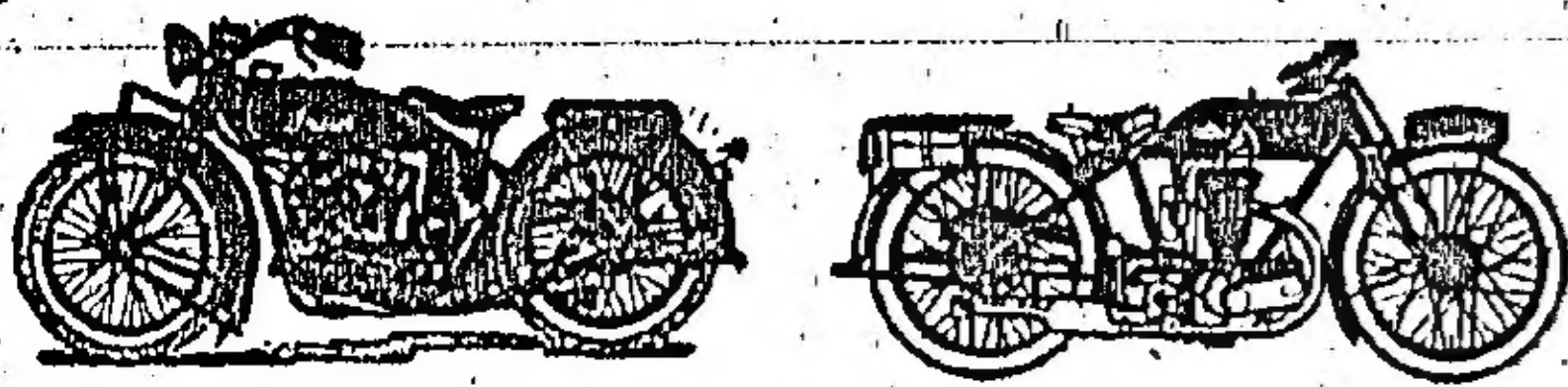
VACUUM OIL CO.

A PARKING COURTESY.

The congested parking area of Chicago's loop district has led the Motorists' Association of Illinois to provide free parking-space for visiting cars in the rear of its downtown club house.

UNPROFITABLE SALE.

An English motorist, who wanted to sell his auto for \$25 was arrested for speeding while giving a demonstration. His fine was \$27.50, but he sold the car.



You can pay for your Motorcycle

out of income

If you do not wish to pay cash down
for either of the following:—

**A. J. S.
TRIUMPH
DOUGLAS
INDIAN
FRANCIS-BARNETT
Motor Cycles**

"PAY AS YOU RIDE" take 6 months or more
and have the use of your cycle all the time.

(STOCKS CARRIED)

ALEX. ROSS & Co. (China), Ltd.

Sub. Dealers

KOWLOON MOTOR CAR & CYCLE EXCHANGE CO.



Shipments arrive every week to ensure fresh goods only.

Sole agents for South China.
J. GIBBS & CO., BANK OF CANTON, BUILDING
Week days Phone C. 704 After Office hours Phone C. 4532

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE:—

ST. GEORGE'S BUILDING, HONGKONG.

TELEPHONE:

C. 1121-2

SOCONY

MOTOR OIL

MODERN OILS FOR MODERN MOTORS

"REFINED UP TO A Standard NOT DOWN TO A Price"

MOTORING FOR THE MILLION.

Notable Fresh Enterprise.

AT HOME AND OVERSEAS.

(BY H. MASSAC BUIST IN
The Observer.)

That there is a decided feeling of optimism in the motor trade in this country was manifest in most gratifying fashion at the coming-of-age banquet of the Motor and Cycle Trades' Benevolent Fund at the Connaught Rooms on Tuesday, when Sir Herbert Austin presided. The response to his appeal produced a sum of £8,452, leaving £1,600 to be collected in three weeks to make this year's record equal to the record year the Prince of Wales honoured the Fund by attending its Annual Banquet under the Chairmanship of Sir Harold Bowden, Bart. The remarkable growth of the Fund's activities is revealed by the fact that in the first seven years of its existence it distributed a gross sum of £3,738, assisting 183 cases; the figures for the second seven years being £20,308 and 650 cases respectively; and for the third seven years, now completed, £68,154 (including £11,647 for six years' maintenance of the Children's Home at Sydenham), and 1,388

cases, making a gross amount of £92,000 distributed to the distressed of the motor and cycle trades and their dependants, and spent directly on their behalf, in 21 years.

Mr. E. M. C. Instone, a past vice-president of the Society of Motor Manufacturers and Traders, said that that Society had contributed upwards of £25,000 to that gross amount. Mrs. A. J. Wilson, Honorary Assistant Secretary and Treasurer, made a brilliant speech acknowledging the toast of the Fund; pleading for still wider support from the allied trades that the work might be further extended. Other speakers were: Air Vice-Marshal Sir Selton Branker; Mr. David Plather, the Master Cutler of Sheffield; and Mr. Boulthée Brook, President of the British Cycle and Motor-Cycle Manufacturers' and Traders' Union. Donations should be sent to Mr. A. J. Wilson, founder and General Honorary Secretary, and Treasurer, 154, Clerkenwell-road, E.C.1.

YEAR-END ACTIVITIES.

The motor banquet season may be said to have been brought to a close this year with the second yearly dinner of the Brooklands Automobile Racing Club in the gallery at the Royal Automobile Club on the same evening as the Benevolent Fund banquet, just as the big motor-cycling dinner clashed this year with the Junior Car Club's yearly dinner. Motor Show enterprise closes with the 25th yearly exhibition now being held in Edinburgh.

Prospects of motor trade are encouraging, especially as regards overseas enterprise. The attention the Dominion Premiers have given to the question of the motor industry of this country in regard to its export prospects will not have escaped notice: nor the fact that our manufacturers are dispatching an expert delegation at an early date to investigate again the whole situation of the export markets. It is sincerely to be hoped that, as a result of their experience here, the Empire Premiers have realised that we are designing cars suitable for service in the Dominions, and that that can be done satisfactorily without attempting anything so utterly foolish as to copy American methods, which, in any case, could not be exploited in this heavily taxed country of high-priced labour and restricted sales field as cheaply as in America. Instead, we make a proposition which is worth its money because it has certain features which the American industry cannot offer, and which have nevertheless only to be made known overseas for their value to be appreciated. We are offering as good value to-day: but it is in a different, though equally suitable, form, being, in fact, in many respects more up to date than corresponding American enterprise.

HUGE GARAGE.

Los Angeles is to have a 13-storey, \$500,000 garage in the downtown district. The building will cover 78 by 155 feet and will offer at least a partial solution to the downtown parking problem.

HOLIDAY TOURING.

Through England By Ford.

It is not an infrequent practice among tourists abroad to hire automobiles in the various countries included in their itinerary. Touring in a hired car through a foreign land involves considerable expense, but many tourists are of the opinion that to take their own cars abroad with them would involve not only considerable expense but a deal of trouble as well. That this idea is a mistaken one would seem proved by the experience of Enos Davies, Santa Monica, California, who during the past season made a tour of England, Scotland, and Wales in his own car, a Fordor sedan.

Mr. Davies purchased his Fordor from T. Lyell Puckett, authorized Ford dealer of Alhambra, California, last May, took delivery in Detroit from the Hall-Dodds Company of that city. From the motor city Mr. Davies drove his car to New York, and there embarked with his company of four for England on an ocean liner, which also carried the Fordor.

Six days later Mr. Davies and his company landed in Southampton, received the car from the hold in perfect shape, and began their tour of Britain. "We travelled," says Mr. Davies, "3,500 miles in England, Scotland, and Wales; snug and comfortable, rain or shine, in our staunch little Fordor car. And never any skidding on English roads, either! It was the season of the year to see everything at its best, and we shall never forget the gay cottage gardens, lovely wild flowers, green meadows and hedges, rhododendrons, and hawthorn and pink and white horse chestnut trees in full bloom, on every side. There is no space to tell you of all the noted places of historical and romantic interest that we saw, and the beautiful cathedrals, abbeys, and castles."

In August the Davies party returned to the United States, and motored for two weeks through New York and New England. The Fordor was then shipped to Mr. Davies' home in California by way of the Panama Canal.

Summing the trip up, Mr. Davies says: "For comfort, economy, and pleasure, there is no way of travelling to be compared with that we chose."

MOTOR VANS.

Popular With Post Office.

According to Motor Transport the English post office authorities now own nearly 1,000 light motor vans and about 200 side-carriers. These vehicles supplement, and in certain cases replace, the work of pillar box collection, parcel collection and delivery, and services between head and sub-offices carried out by haulage contractors. The G. P. O. motor fleet continues to expand, and by doing so, it is claimed, gives the taxpayer more economical service.

PRIZE STREET.

Novel Contest.

America's ideal street will be the Biscayne Boulevard, which skirts Biscayne Bay along the Miami shore, if the prize winning designs for street traffic control and lighting standards, and for model gasoline stations, are fully adopted.

S. Grillo, of New York, won first prize of \$1,000 for the best type of observation towers and traffic signal standards, in a competition conducted by the Biscayne Boulevard Association, for use on that street. H. Roy Kelley of Los Angeles received \$750 for his best design of suitable gasoline stations for the same highway.

The purpose of the competition was to seek ideas for the best ways to improve this new street. It is 100 feet wide and extends three and a half miles along the bay, joining the Dixie Highway to the north.

In both competitions, H. Roy Kelley of Los Angeles came out a winner. Besides getting \$750 for first prize on gasoline station designs, he won second prize of \$600 for traffic standard designs.

THE CAUSES OF AUTO ACCIDENTS.

The ten most common causes of automobile accidents in St. Paul, U.S.A. as listed by the traffic bureau are as follows: Speeding; driving while drunk; failure to signal for turns, stops and leaving curb; left turns made from wrong traffic lane; disobedience of stop-go signs; blinding or defective lights; defective brakes; failure to stop at arterial highways; driving by boys or girls under 16 years of age.

MAKES HIGHWAYS SAFE.

Three hundred and 82 grade crossings in Minnesota have been eliminated since the state took control of main highways in 1921.

Most of the accidents to pedestrians, according to the report, were due to three causes: Standing in the road-way while waiting for street cars; jay-walking; walking in the street or highway while begging for rides.

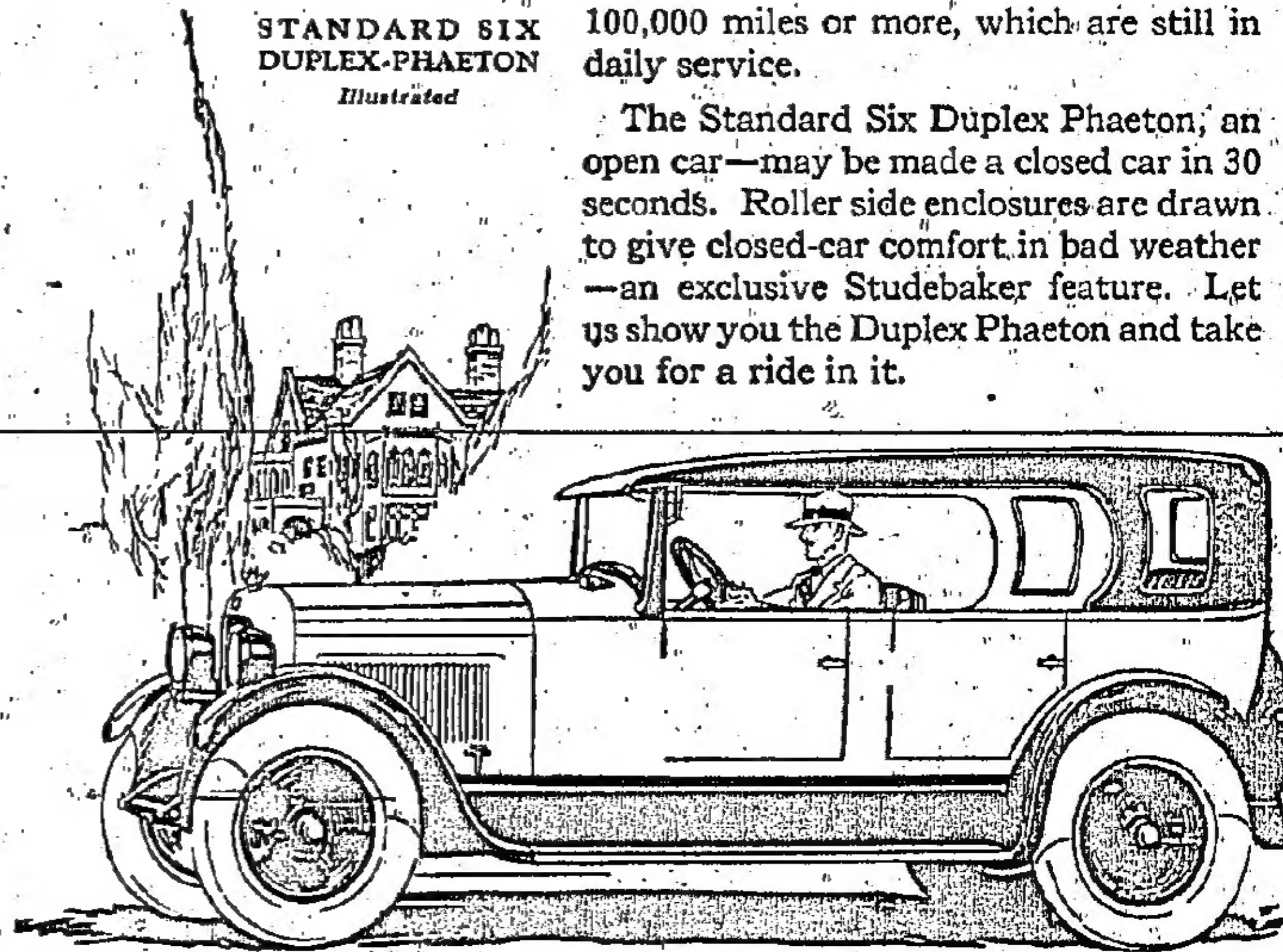
NEW HEADLIGHT BULB.

An automobile light bulb has been invented which will throw a beam of light up or down and dim or increase at the touch of a button. The new bulb is technically known as the depreciable beam double filament bulb and can be used with any type of lighting equipment.

A Year 'Round Car Giving Many Years of Service

THE lasting satisfaction of fine car ownership is offered you in the Studebaker Standard Six Duplex Phaeton. Studebaker endurance is proved by hundreds of Studebakers with records of 100,000 miles or more, which are still in daily service.

The Standard Six Duplex Phaeton, an open car—may be made a closed car in 30 seconds. Roller side enclosures are drawn to give closed-car comfort in bad weather—an exclusive Studebaker feature. Let us show you the Duplex Phaeton and take you for a ride in it.



The Hongkong Hotel Garage.

(The Hongkong & Shanghai Hotels, Ltd.)
Car Sales and Phone Accessories / C. 4759 Service / Phone and Parts / C. 4602

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 74 YEARS

PACKARD

Thoroughly Dependable

To those fashionables who gather at the great race courses of the world the newest Packard, pedigreed descendant of a long line of champions, makes a powerful appeal.

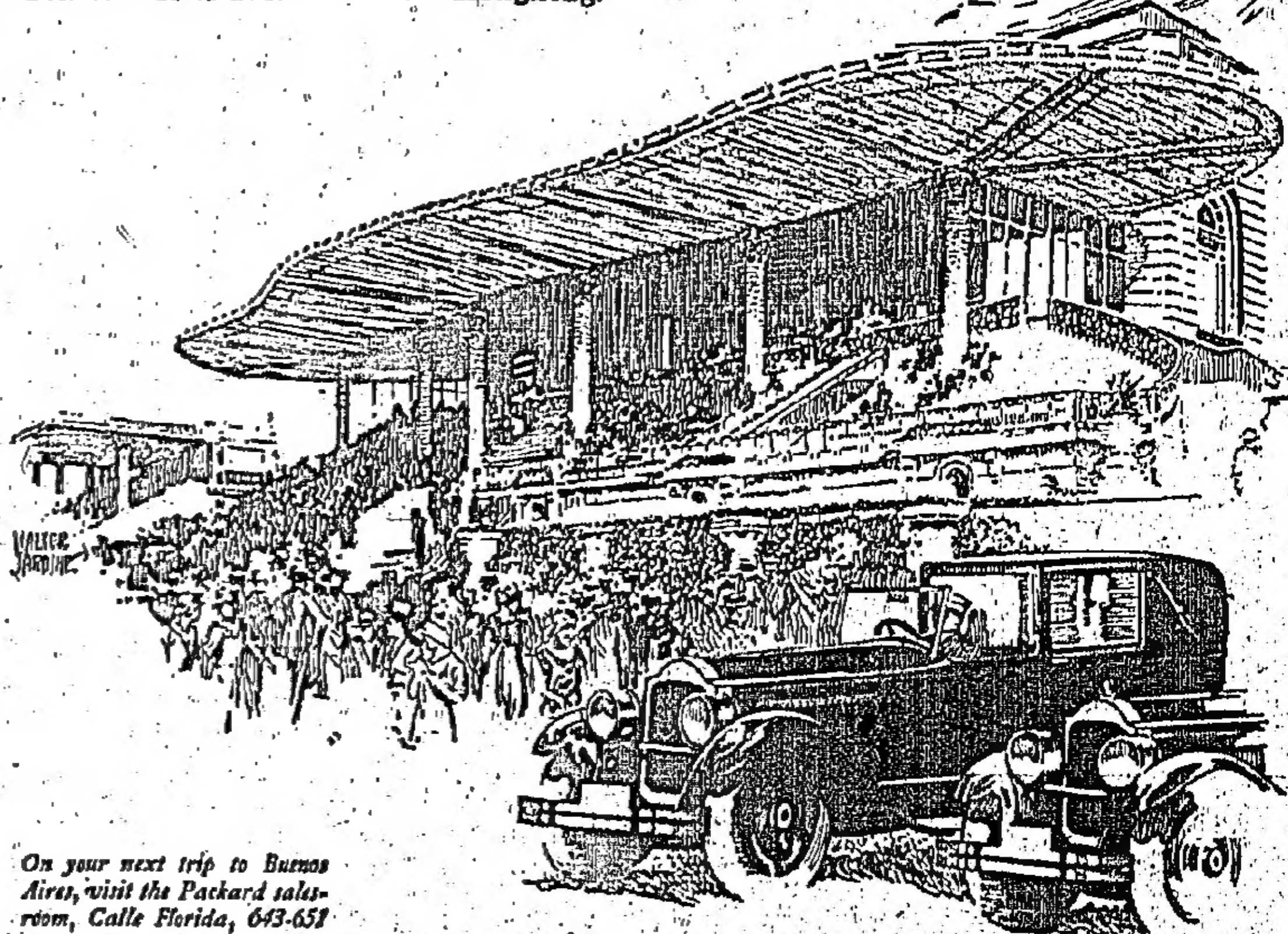
The first touch of the throttle imparts to the driver the thrill of a spirited thoroughbred, heart pulsing, eager for action!

A few minutes in traffic—or hours on the open road—leave a rich satisfaction born of the certainty that this car has no equal in performance.

Nothing but a ride in the Packard Eight can tell you its story!

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Rd., Happy Valley.
Tel. C. 1246 or 1247 Hongkong.



On your next trip to Buenos Aires, visit the Packard showroom, Calle Florida, 643-651

OF A DISTINGUISHED FAMILY

A British Master Motor

If you could visit any one of the seven huge Morris factories in England, you would know at once why no engine, in any car, at any price, gives more consistent low-cost running than the Morris master motor.

From all over the world comes daily proof that the "heart" of the Morris car is a master product—tuned to mechanical perfection—built of best British material for a long life of faithful service. No wonder so many motorists are changing over to the Morris. Have you tried out a new "World" model?

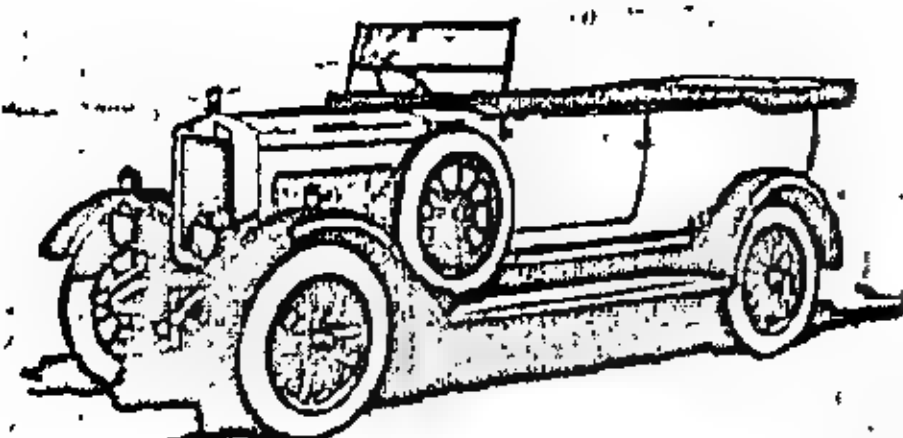
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Hongkong Hotel Garage.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
LOCK YOUR CAR—AND TAKE THE KEYS.

It may appear superfluous to make the above appeal, for it would seem that everyone should care enough about preventing the loss of his car to make him use the thief-resisting devices with which the manufacturer equipped it. But this assumption is not warranted.

MOST PEOPLE DON'T LOCK UP.
Insurance statisticians have come to the conclusion that on the average only about 15 per cent. or less than one in every six motorists fully lock their cars when they leave them unattended, in public places—a sad commentary upon the discretion of motor car operators. Why not be counted among the careful sixth and in large measure avoid the possibility of loss?

LOCKED CARS RELATIVELY SAFE.
For statistics show that the locked car is very rarely stolen and that a theft of a car, secured by the best forms of locks, hardly ever occurs. This is perfectly understandable, for why should a jay-rider or even a professional bother with the locking devices of a particular car, when there are presumably five unlocked cars close by?

LOCKING FOOLS THE ORDINARY CRIMINAL.

A very large proportion of stolen cars are "borrowed" by joy riders or by crooks who are making "quick get aways" and haven't the skill or the time to pick or break locks or to wire around switches. Almost anything worthy of the name of "lock" is a pretty good protection against this type of malefactor which is a far more common one than the professional.

BEST LOCKS NEARLY THREE PROOF.

But the best modern forms of locks are a very strong obstacle to thefts by professionals—if they are used—while they are obviously no better than noise if they are not applied. It is but an instant's work to snap a lock and pocket the key, and it makes all the difference in the world as to security against theft.

DO THE LOCKING JOB THOROUGHLY.

The car that is completely locked stands the best chance of not being molested, and thus the windows of closed cars should be raised and their doors locked after ignition, transmission steering gear have been secured in the inoperative position.

DON'T FORGET THE GARAGED CAR.

Just because a car has been run into the home garage does

not insure it against theft. It should be locked and the key removed the garage door should have a real lock on it, which should be operated and the key taken away. This may sound silly but stealing cars from their home garages is not uncommon. Don't fool yourself into thinking that a car is safe, unlocked, just because it is standing in front of your own house, for it isn't.

ANOTHER OVERHEATED ENGINE.

Question:—Although I have ground the valves, cleaned out carbon, cleaned out the water-jackets and installed a new fan-belt, the engine of my car overheats so that it loses power. What can you suggest?

Answer: Water circulation is probably weak. Clean out the radiator with sal soda or lye, renew hose-connections, if they are old ones, inspect cylinder-head gasket to see that it does not partly cover water passages, inspect pump to see that its impeller is not loose, see that belt drive of pump and fan is positive, at all speeds, check up ignition timing to see that it is not too much retarded, make sure that brakes do not drag. Test pump action by detaching upper hose and running the engine, to see that a full stream of water is thrown out. Test freedom of circulation through radiator by forcing garden hose water through it with the upper hose connection plugged up.

ATTACHING A STOP-LIGHT.

Question:—Please tell me the easiest and best way in which to install a stop-light on a Ford car.

Answer: Complete stop-light outfits, especially intended for use on these cars can be obtained in considerable variety, from any dealer in motor car accessories. Such outfits include the light itself, the switch which is operated by the foot brake pedal, the necessary attachment fittings and the required insulated conductor. Full directions for making the installation accompany each outfit, that any intelligent person can attach the stop-light successfully.

Question:—Five connecting rod bearings in No. 1 cylinder of my Ford engine have been turned out recently. I have found the habbit mostly gone and the bearing dry. This engine overheats badly. Can the tube, shown in the manual, which leads from the rear to the front end of the crankcase have become stopped up or is this only to supply oil to the timing-gears? I can see no clear-out opening in this tube?

Answer: As you suggest, this oil distributing tube is probably clogged. This not only furnishes lubricant for the timing gears but keeps the oil pockets in the pan filled with oil, for the connecting rods to dip into and is especially vital for the oiling of the front cylinders. Your overheating is quite likely from insufficient oiling of these cylinders. Ford service stations have an air nozzle arrangement which can be inserted in this tube to blow out obstructions and we think it is possible to wire it out through the collecting funnel, when the transmission cover has been removed. You should not run this engine further until this oil tube is clear.

CAR HANDLING.

Shipping Of British Cars.

The Automobile Association has approached certain shipping companies with a view to the installation of efficient trays and satisfactory means of handling cars, during shipment from Great Britain, with the least possible risk of damage.

The antiquated method of slinging by means of ropes through the wheels from the axles has always been a source of anxiety to car owners. Apart from the grave risk of damage to the car and mechanism, the need for some new and quick method is all important.

The Automobile Association has every confidence that, as a result of these efforts, a majority of the shipping companies will, in the near future, institute an improving lifting system which has proved most efficient and satisfactory, and has none of the attendant risks of damage prevalent with the old system of slinging.

HUGE PLANES FOR OCEAN FLIGHTS.

Giant airplanes, which carry 70 passengers in addition to the crew and will be capable of trans-Atlantic flights, are under construction in many European factories. The introduction of these master ships sees the passing of wood and linen as plane material. The all-metal ship has come into vogue.

RIGID DRIVERS' TEST.

Every automobile driver in Chicago will have to have a licence and submit to a physical and mental examination before he is allowed to operate his machine if the city council accepts a proposal that Alderman Thomas J. Bowler is planning to submit.

HIGHWAY TAKES RIVER BED.

The course of the Blackberry River, Norfolk, Conn., U.S.A. will be shifted to make room for an improved concrete road which will connect Norfolk and West Norfolk.

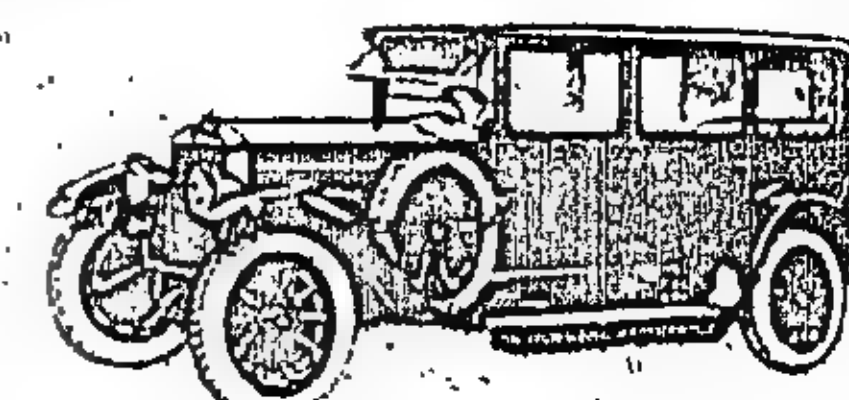
Several old stone dams in the river channel will be removed. The improvement will cost about \$115,307 and will be complete the early part of June.

FIAT

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Plan of Payment
30% down
Balance by
arrangement.

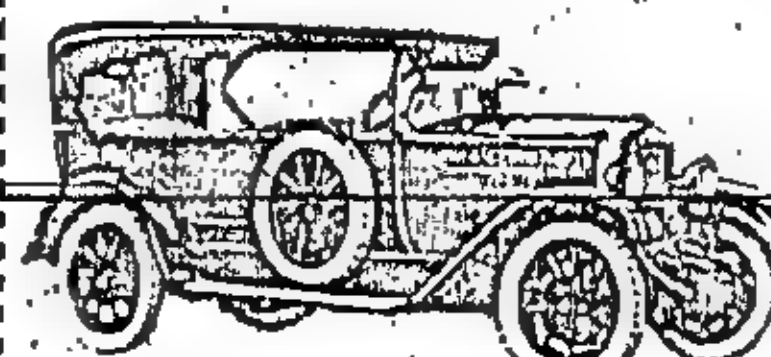
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FOR EVERY CATEGORY OF SERVICE



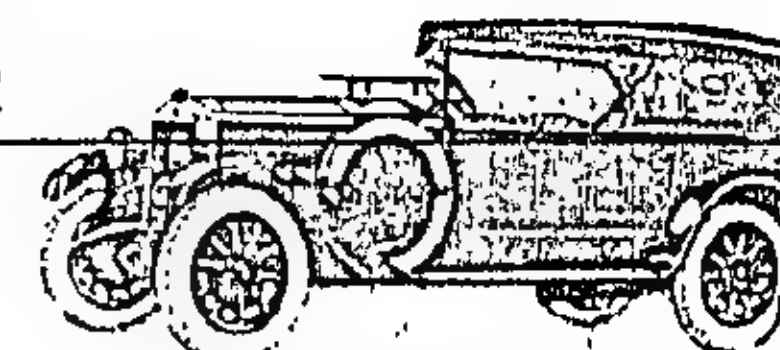
519. 40 H.P.

THE HIGH-CLASS CAR

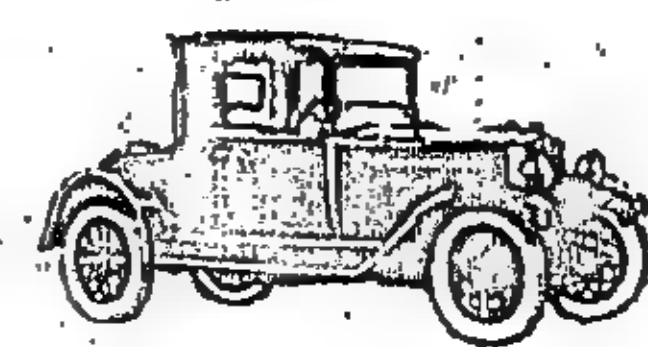


507. 15-20 H.P.

The Cars of
HIGH POWER
5/7 Seaters

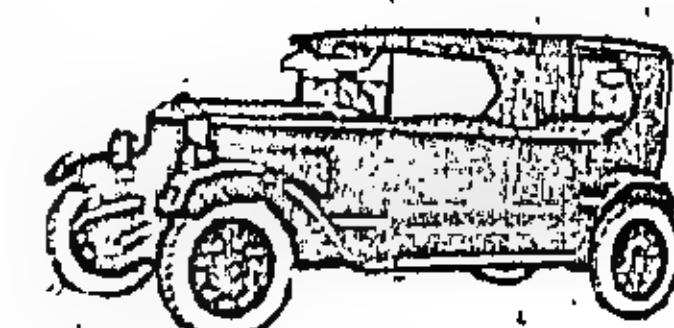


512. 20-30 H.P.



509. 9 H.P.

The Cars of
HIGH UTILITY
4/5 Seaters



503. 12 H.P.

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For the first time!
Only four
oil changes
a year

It is no longer necessary to drain crankcase oil every 500 miles. Four changes of oil a year are enough, when you own a 1927 Buick.

The crankcase in the 1927 Buick is vacuum cleaned! A vital new improvement—the Vacuum Ventilator—draws all the crankcase vapors out into the open before they have an opportunity to do harm.

Now, all that is necessary is to add oil occasionally and change it times a year, simply as a super-caution.

The problem for years has been to stop oil dilution. And now Buick has accomplished it!

Come in and let us show you the Greatest Buick Ever Built!



The
GREATEST
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EVER BUILT

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Sole Distributors for Hongkong and South China.

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Authorised Sales and Service Station...

Happy Valley



Safety!

No skidding, no sliding, no slipping when the motor is carried on Firestone Full-Size, Gum-Dipped Balloons.

On wet, slippery streets or dangerous turns the positive traction of the broad tread enables the driver to come to a quick, safe stop. Security and peace of mind follow the prompt response of the Tyres to wheel and brake.

The Firestone process of Gum-Dipping makes the tyre strong and flexible enough to render thousands of extra miles of service with protection to the motor.

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Telephone Central 1246 or 1247

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Firestone

FULL-SIZE GUM-DIPPED BALLOONS

MOTOR INDUSTRY TO-DAY.

Post-Show Problems.

FIGHT FOR OVERSEAS MARKET.

Relatively a small proportion of the years trading with the car owner is done at the Motor Show, the main selling season being between the end of March and the end of July each year. That the business is seasonal is one of the manufacturer's many handicaps. The only way to reduce cost to a minimum is to maintain an even rate of output week after week, year in, year out, and to dispose of that production as promptly as possible.

Often during the winter months, however, considerable sums of money have to be spent in rent to accommodate engines and chassis, if not actual cars, built, but not needed until the spring, such charges being additional to the interest on banker's loans to enable factories to be run at an even output in November, December, January, and February. In part, the situation is the same for imported cars. The only time I have ever seen use made of our vast aircraft factories that have fallen into desuetude since the war was to house temporarily accumulated stocks of imported cars, the situation all over the country last winter being quite a remarkable one. Stored machines, too, have to be touched up before they can be supplied which means yet more cost.

At the instigation of the banker, the manufacturer protects himself to the utmost by endeavouring to dispose of his output to agents, who contract to take so many cars a week, or each month, distributed evenly all over the year. But agents rarely dispose of them as rapidly as they are compelled to take them at the commencement of each trading year, therefore the actual cost of delayed sales to the private buyer is again increased by bankers' charges incurred by agents who may not be able to dispose of a car received in January or February until April following, or even later.

TO SHOW OR NOT TO SHOW?

There is much talk still among members of the industry against holding a motor show. Most manufacturers and traders complain that the exhibition holds up business. But you cannot get all the builders to agree to abstain from the show. The reason is that neither manufacturers, nor agents, are really convinced that

the exhibition is a bad thing. Undoubtedly, the fact that there is to be a show each year always holds up a certain number of orders, because the public will wait until all the programmes of the manufacturers are known before deciding finally which models to buy.

Things would, however, be much the same if there was no show. The main reason why so many cars are sold every year is that design is not static, and there is still infinite scope for the evolution of the product. Therefore every year, some manufacturers introduce vastly improved car types.

Undoubtedly, there are vogues in motoring, as in other pastimes and trades. But in the main, what a manufacturer loses on the swings by "turning over," he gains on the roundabouts, because a better car in any sense is always quickly discovered by the buying public. One is not advocating any change for fashion's sake, but only such alterations from previous design as result in better performance, longer wearing life, greater economy of production and use, easier maintenance, and such like material gains. The firms that lead in such enterprise have always more orders on their books than they can fulfil.

EVER PROGRESSING.

Does anybody suppose that as many cars would be sold this year as have been disposed of if manufacturers had been offering what they were marketing five years ago? Of course, not. It is only by continual progress that they make cars practical propositions, either as regards price, that quality called "fool-proofness," or what not, to enormously enlarged circles of buyers.

Meantime there is neither a boom nor a slump. Considering the national situation, orders from the actual buying public are far ahead of expectation. But the manufacturer has yet other problems. Of those, raw materials are the greatest. He does not want to buy foreign "stuff," for he cannot guarantee that it is good; nor can he guarantee how long he can take it, therefore the prices quoted are not low enough. It will take at least eight weeks after the coal strike is settled before the flow of British raw materials begins again.

OUR HANDICAP.

Does anybody suppose we can work under domestic conditions, paying the world's record taxes for the war and doles, handicapped by labour restrictions in every way by comparison with foreign competitors, with a home market more than half the makes of cars on which are of foreign origin, and undercut our fortunate rivals abroad where they

have established themselves while we were at war, and on a scale so great that in a single centre in South Africa, or Australia, a given trans-Atlantic firm will have as much capital locked up in stock—all made out of profits from trading there between 1915 and 1920—as the entire capital of an English motor manufacturing concern?

It is not by attempting the impossible by trying to produce the same thing at the same price as American manufacturers do, that we shall ever get a reasonable share of the trade in our Dominions overseas, but only by making a distinct, typically British thing suitable for those conditions; which is precisely what our leading manufacturers are now having the sound sense to do. No British builder can ever make a success of attempting

GOGGLES FOR AVIATORS.

A special type of goggles is being developed to prevent "aviator's blindness." The goggles will keep out blinding rays from the sun or bright reflections from ground. They must be accurately made to prevent distortion of the aviator's view.

to do in this country what Americans do in the United States. As was written in the Middle Ages: "No imitator ever came up to his original." Therefore it behoves us to exploit our genius for originality that is practical, and our rare natural trait of adaptability.—H. Massac Buiat in Ex.

MOTOR TRANSPORT.

Six-Wheeled Motor Vehicles.

The development of the rigid 6-wheeled lorry and omnibus continues to be one of the outstanding features of the English commercial motor vehicle industry. The War Office consider the 6-wheeler suitable for military transport and commercial undertakings and are purchasing vehicles of this type. Admittedly such vehicles command a higher price than 4-wheelers, but *Motor Transport* points out that this should be more than counterbalanced by reduced operating costs of the three-axle machines.

FOR OVERSEAS.

Fabric Bodies Of Coaches.

Whilst fabric bodies are growing in popularity among car manufacturers, motor coach makers in England are showing some reluctance in adopting this method of construction. A feature of the recent Paris commercial vehicle show, however, was the number of fabric bodies on omnibuses and coaches—a development which *Motor Transport* considers should receive the attention of British firms. Bodies made of this material should, in particular, be just the thing for overseas working.

COLLAPSIBLE TYRE RIM.

A collapsible tyre rim has been placed on the market in Australia. The rim is hinged in two places and locked at the main point. Upon removal from the wheel, the lock is unlatched and the rim collapses at the hinged parts, freeing the tyre and tube.

HIGHWAY UPKEEP HIGH.

Every man, woman and child in Nevada has an investment of \$130 in the highways of the state, according to figures recently compiled by the state highway department.

Materials
Workmanship
Methods
All Must Be
of the
Highest Quality

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LOW PRICES

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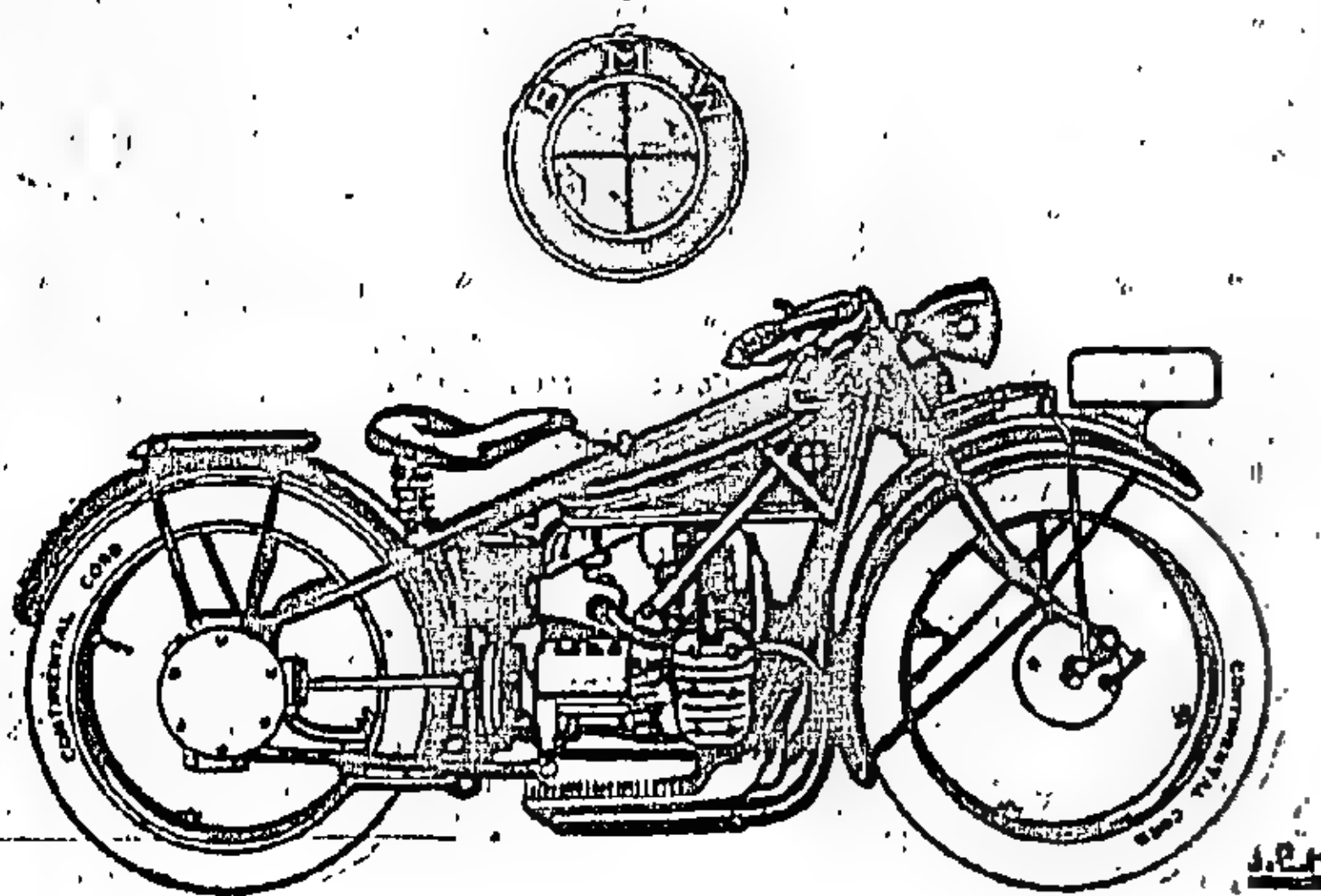
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Bank of China Building, Hongkong

Ford Motor Company
Detroit, U. S. A.



THE new B. M. W. touring model R42, represents the latest and most progressive form of motor cycle engineering.

In designing the R42 model, it has been the endeavour of the makers to procure with all possible expedience, every step of technical progress and every item of riding experience for the benefit of motor cyclists who demand the latest and best.

The most important improvements as compared to former models, are mentioned hereunder:—

Increase of engine power to 12 h.p., notwithstanding the same cylinder capacity, achieved by means of an improved utilisation of the compression chamber and an increased cylinder cooling surface.

Detachable aluminium alloy cylinder heads.

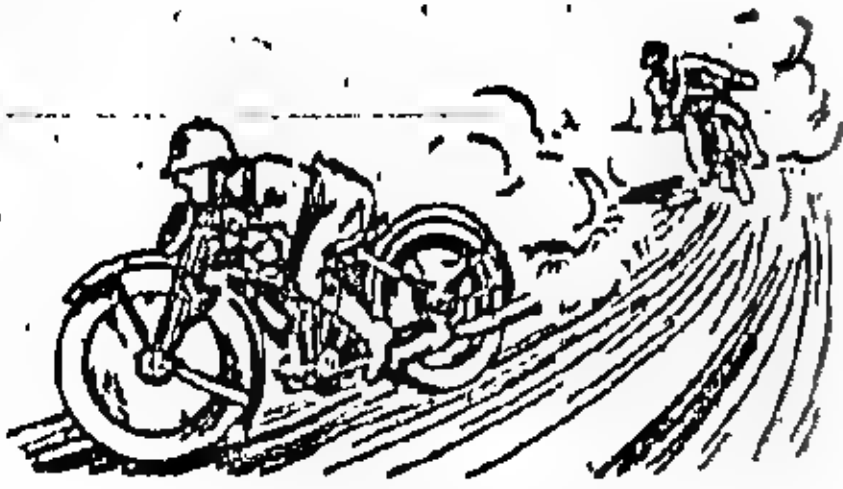
External contracting brake acting on the vibration damper drum.

Control lever springs with shock absorber (recoil spring leaf.)
Noiseless spiral bevel gear on rear wheel.
Rims suitable for normal and balloon type tyres.

The B. M. W. Touring Motor Cycle.
12 Br. HORSE POWER

Full particulars from:—

THE LEYCESCO CHINA CO., LTD.
Bank of Canton Building.



B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL EXHIBITION MEDAL

The B. S. A. team on 149 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE

CLASS "B."

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

SOLE AGENTS.

ATTENTION

FORD OWNERS

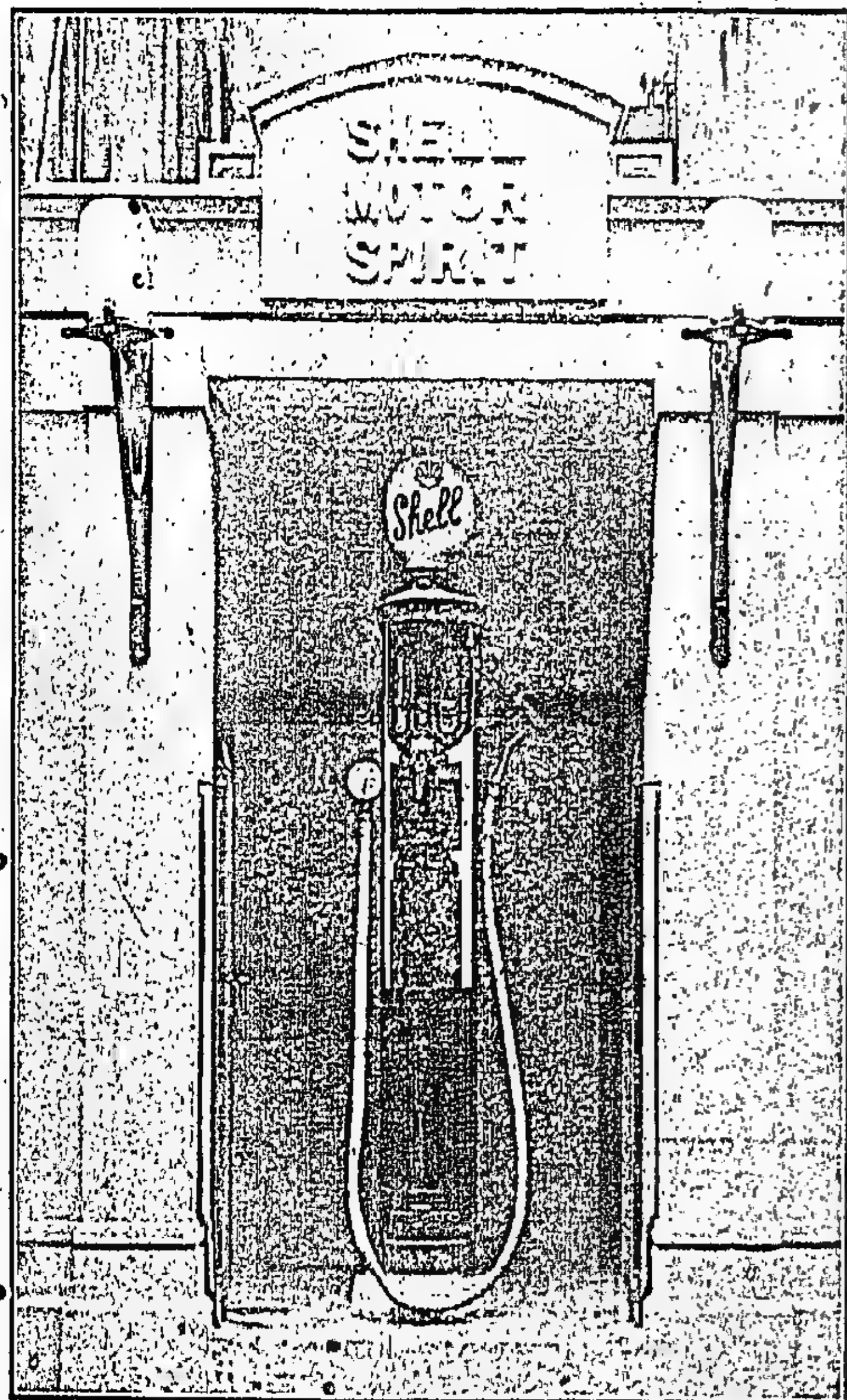
Arrangements have now been completed whereby Ford Owners are enabled to purchase GASOLINE and TYRES AT REDUCED PRICES.

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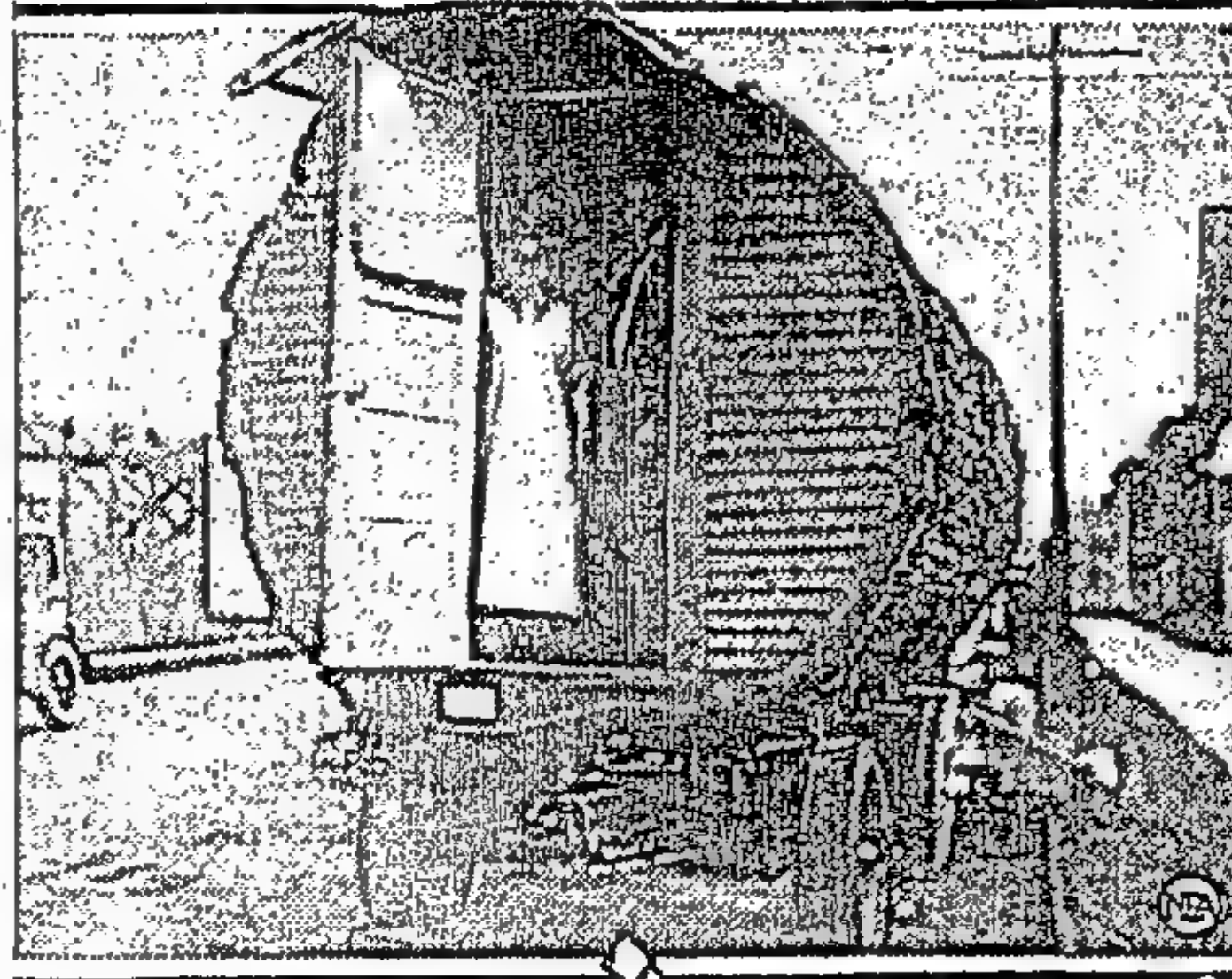
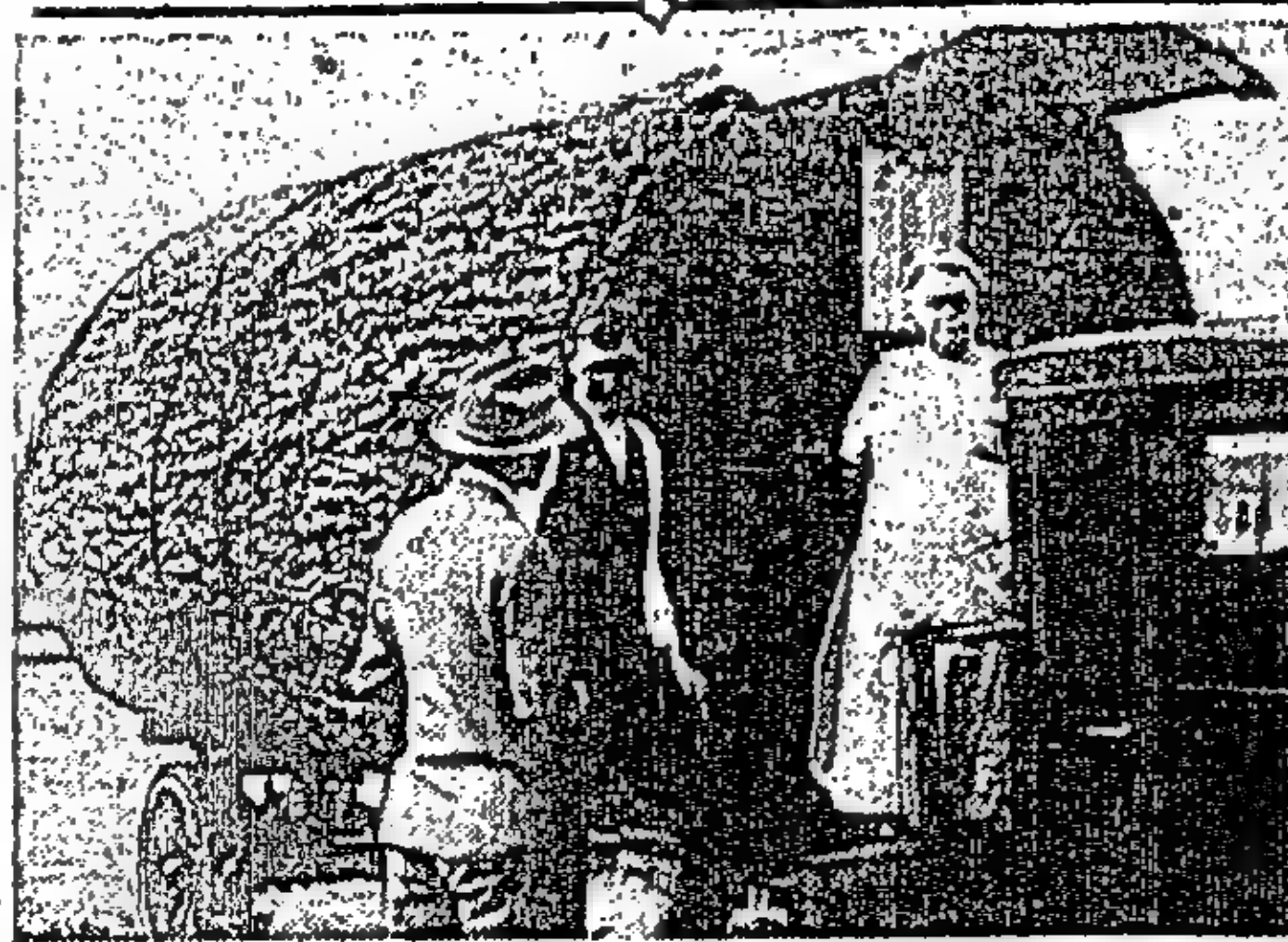
THE "SHELL" PUMP

Situated in Douglas Street

Des Voeux Road Central, and opposite The Douglas Street Wharf

The Asiatic Petroleum Co. (S. C.) Ltd.

AMERICA'S OLDEST HOUSE.



The oldest house in America is pictured here. Construction of it started about the time Columbus made his first voyage. The one room and kitchen were fashioned from a 22-foot section of a great Douglas fir. Mr. and Mrs. E. A. Wade of Portland, Oregon, are the owners.

CELLULOSE FINISH.

Adopted On Sunbeam Cars.

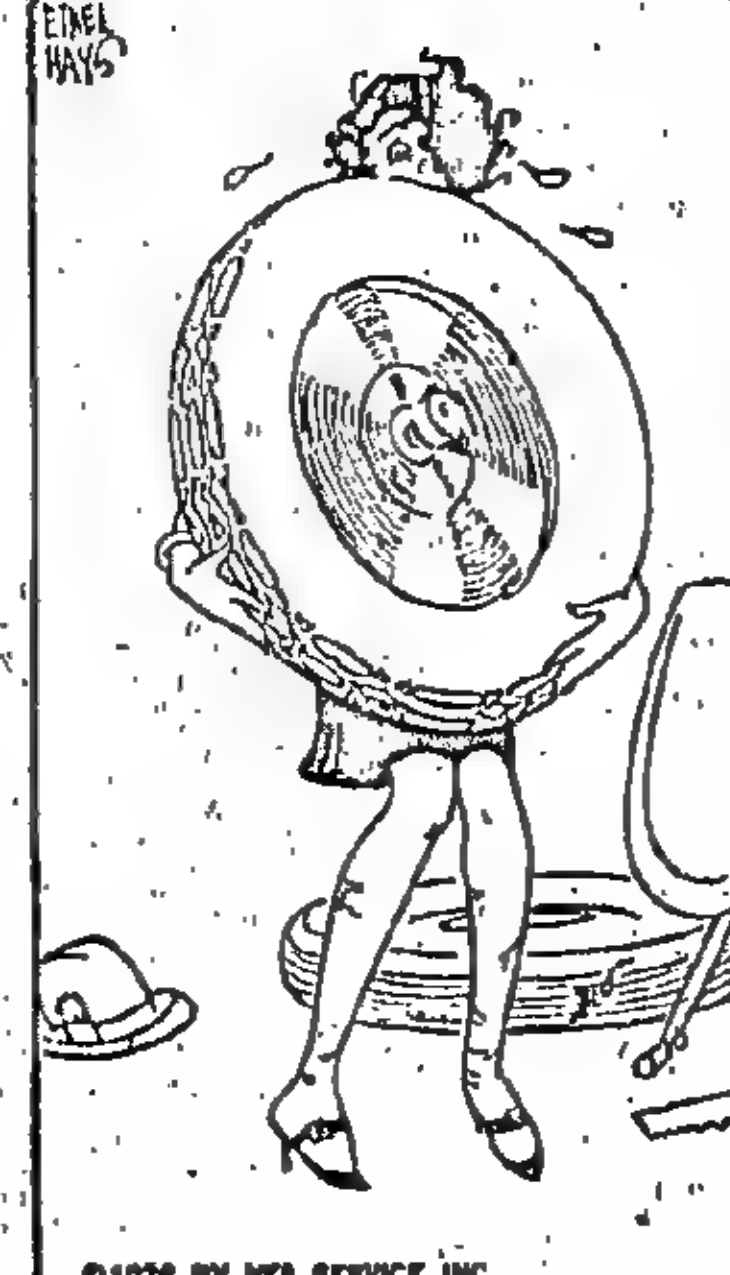
IMPROVED SURFACE.

The Sunbeam company has devoted a very great amount of time to the development of cellulose finish, and having brought this process to a high degree of perfection, is now in a position to offer any of its models finished cellulose without extra charge.

The advantages of cellulose over the usual coach paint are now generally recognised. Cellulose needs no careful washing. Dust can be removed with a dry cloth; mud with a damp sponge. The surface actually improves with use, the gloss increasing with judicious rubbing.

At the recent Olympia Motor Show two cars with cellulose finish—one of the new 16 h.p. models and a 3-litre super-sports—were exhibited on the Sunbeam stand. The 3-litre car was finished in a combination of ivory white and green, and was certainly a most attractive car. The *Daily Mail*, in a review of the principal exhibits at Olympia, described the 3-litre Sunbeam as probably the best example of cellulose finish amongst all the exhibits. This particular car could have been sold many times over, but as the Sunbeam Company can give a similar colour scheme and finish when required, there is not likely to be any disappointment for those of their customers who require a replica of the car actually shown at Olympia.

FLAPPER FANNY SAYS:



A little change does a girl good—unless it's changing a tyre.

ROLLS-ROYCE CARS.

"New Phantom" Model.

In a well-known motor correspondent's review of the recent Olympia Car Show the two 40-50 h.p. Rolls-Royce "New Phantom" chassis, exhibited with closed bodies, were described as "true examples of the art, in its highest form, of the British chassis and body builders"; and few who inspected these magnificent productions will be found to cavil with this high praise.

An enclosed Cabriolet de Ville to seat six was shown on the well-known "New Phantom" chassis, which incorporates the Rolls-Royce six brakes system. The body was painted dark blue and black, with a fine white line, the rear upholstery being in plain grey cloth. Among the very complete fittings was semi-rotary dipping mechanism to the headlights. The price of this car complete was £3,030.

On the other 40, 50 h.p. chassis exhibited was a very attractive 6-seater limousine body by Hooper & Co., Ltd., painted fawn, with black bonnet, scuttle, wings and roof, and upholstered in plain light cloth. Messrs. Hooper adopt the excellent practice of glazing their bodies with Triplex glass, which, in an apt description, has been called "plate or sheet glass made safe." The limousine on view had a speedometer and clock fitted in a fascia board in the rear compartment.

The 20 h.p. 6-cylinder model was shown with a four-door enclosed limousine body to seat four, including the driver, and was priced, complete, at £2,041. There is no radical change in the chassis for 1927. The firm's six brakes system is employed.

quickly the pupil has taken the proper measures to stop or to avoid a collision.

AVOIDING DANGERS.

A second method of instructing and, at the same time, of testing is a horizontal screen, placed in front of the hudding chauffeur, on which the silhouette of his car is shown and the forms of other vehicles in a street. Again the instructor notes the degree of rapidity with which the pupil avoids these imaginary dangers.

There are people who learn quickly by these methods and there are others to whom the instructor is forced to say that Nature never destined them to drive a car.

It is suggested that the owners of cars should send their chauffeurs for an annual testing at the school; for, as is rightly pointed out, the man to whom one trusts one's life may in the course of time lose his nerve and be a danger to his employer.

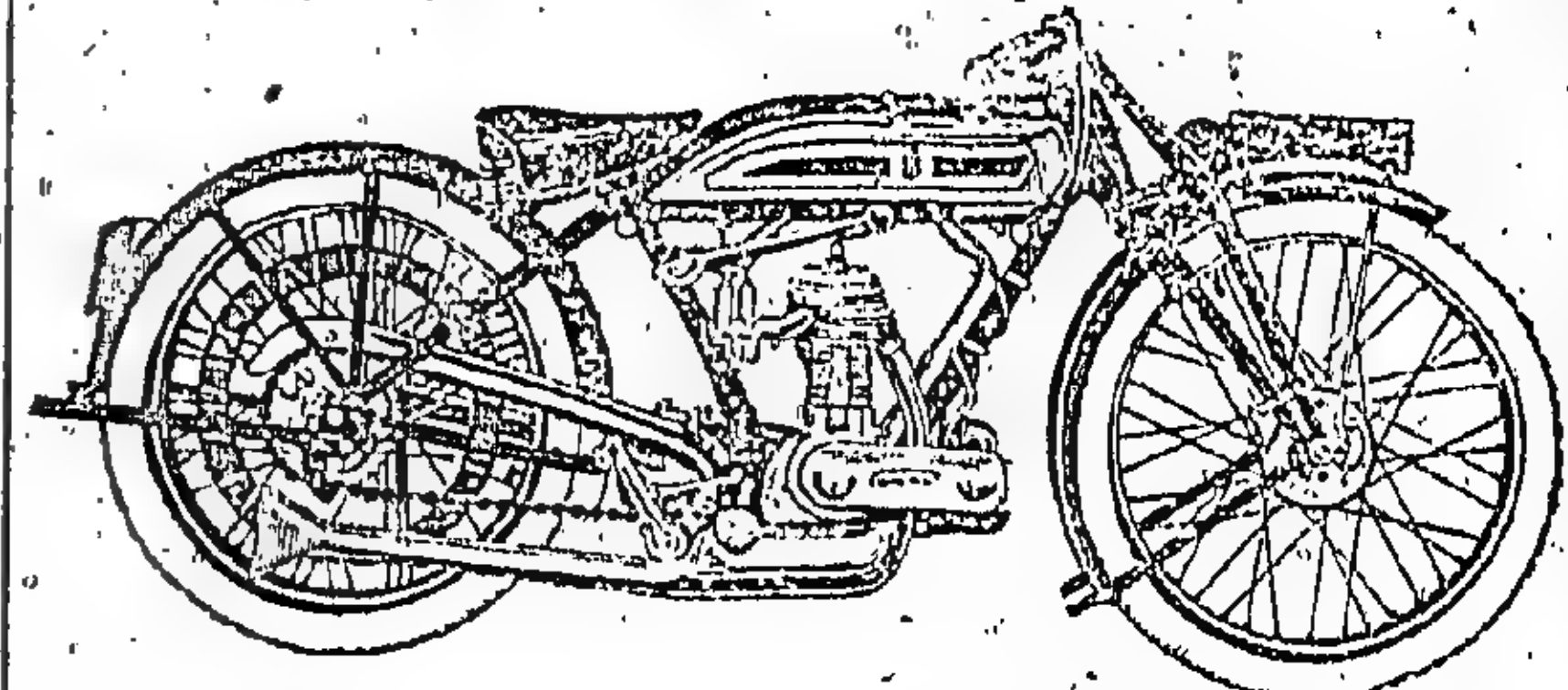
EVERYBODY HELPS.

COLOUR AND GRACE.

All male inhabitants of the Nicaraguan Republic, who are older than 18, are required to contribute to the construction, and maintenance of highways, according to a new law. A highway service tax has been levied, payable in service or cash.

Bright colours and bold lines feature the appearance of motor cars being exhibited in this year's automobile shows. The recent tendency towards dazzling colours and swooping graceful lines is being carried to an extreme this season.

This is how Alex. Ross and Company's system of purchasing out of income works on Triumph Motor Cycles.



You pay as a deposit, one quarter only of the full catalogue price; Insurance and bank charges are added on the balance only, which is then divided into seven monthly payments. The cycle is delivered to you ready for the road and you ride while you pay. You have the pleasure and don't miss the money.

This offer is for a limited time only.

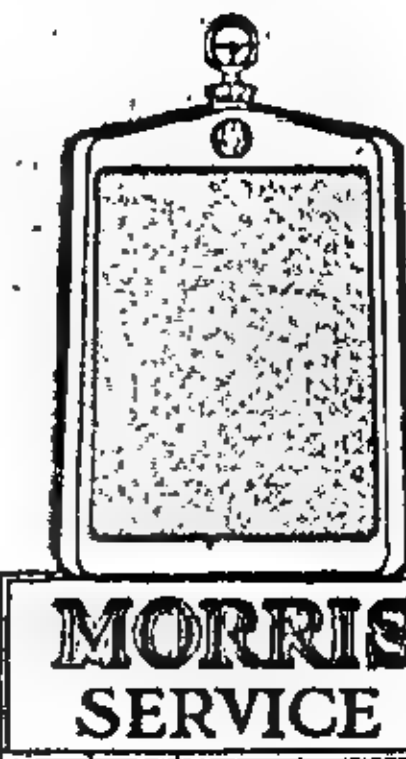
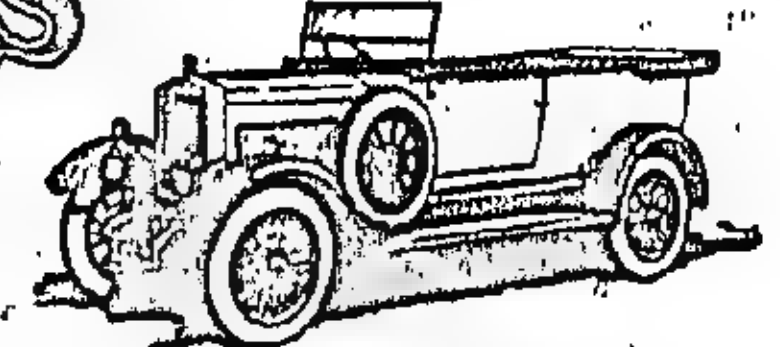
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Alex. Ross & Co. (China), Ltd.

Sub. Dealers

Kowloon Motor Car & Cycle Exchange Company

MORRIS



MORRIS SERVICE

"The Wheel of the World"

Hongkong Delivered prices	
Morris-Cowley Roadster	£190
Morris-Oxford Roadster	255
Morris-Cowley Touring	205
Morris-Oxford Touring	280
Morris-Cowley Coupe	220
Morris-Oxford Coupe	200
Morris-Cowley Saloon	235
Morris-Oxford Saloon	310
Morris-Oxford Cabriolet	340
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UNLIMITED THIRD PARTY COVER

For full particulars apply to the Local Agents:-

THE UNION TRADING CO., LTD.

Prince's Building.

Phone Central 578.

DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave your car out in the street all day. Sunshine and rain alike cause deterioration, while meddling fingers are liable to interfere with it.

Within a few seconds of the centre of the City, a new garage has opened where you may leave your car or cycle with the assurance that it will be well looked after. It is located in the old Fire Station Building where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)

All Cars \$15.00 per month or \$1.00 a day

Motor Cycles \$ 7.50

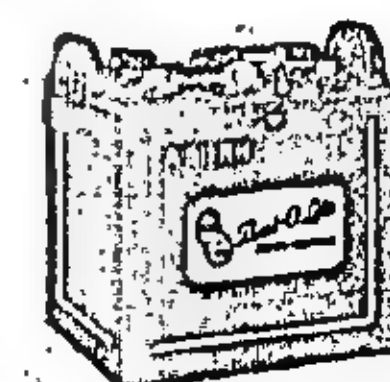
THE CENTRAL MOTOR GARAGE

Old Fire Station Building, Des Voeux Road.

Telephones C. 2196 and 4921.

Prest-O-Lite

Batteries designed for your car—Stocks Carried for your convenience.



VOLTS
AMP. HOUR
CAPACITY
AT 75 AMPS

TYPE

CASE

BATTERY

DIMENSIONS

IN INCHES

PRICE

REPLACEMENT

6 16	63 MR	RUBBER	44X24X 6 1/2	\$17					
6 20	61L RHE	DO	44X24X 9 1/2	\$30					
6 35	A-613 JF	DO	DO	\$35					
6 42	A-611 22	RUBBER	44X24X 9 1/2	\$50					
6 100	A-615 JF	DO	104X26X 9 1/2	\$40					
6 112	A-613 SH	DO	104X26X 9 1/2	\$50					
6 135	A-615 SH	WOOD	118X27X 9 1/2	\$70					
6 150	615 JKH-2	RUBBER	118X27X 9 1/2	\$70					
6 160	A-617 SH	DO	13 X7 1/2 X 9 1/2	\$80					
12 50	A-127 SH	WOOD	123X7 1/2 X 9 1/2	\$65					
12 67	1211 AH	DO	171X6 1/2 X 10 1/2	\$75					
12 92	1211 SHK	DO	171X7 1/2 X 9 1/2	\$85					

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2 Studebaker Big & Spec. Sizes, Rap, Pierce-Arrow, Packard 6, Chrysler &c.
3 Case, Cole, Cunningham, Franklin, GMT, Oldsmobile, &c.
4 Auburn 4, Buick Std, Chevrolet Cleveland, Essex, Ford, Overland, &c.
5 Auburn 6, Buick M, Chandler, Hudson, Jordan 9, Oakland, Tem, &c.
6 Hupmobile, Marmon, Packard 8, Paige, A & V Knight, Willys Knight &c.
7 Dodge, Gardner 8, Graham Bros Truck, Franklin 22, &c.
8 Locomobile, Mack Truck, Stearns, Rolls & White
9 Cad Special Cadillac Battery
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GOOD DRIVERS.

Some Good Point.

The pride that motorists take in their driving is a good thing—if it's warranted. The demands of "good driving" are so many and exacting that few can qualify.

The good driver must be a good judge of speed and of distance.

He must be considerate of others, even pedestrians.

He must watch his wheel and the road, and drive always with both hands.

He must give clear, adequate signals of his contemplated movements.

When traffic is heavy he mustn't spurt at every opening, but keep a reasonably even speed.

He mustn't cut short ahead of others, yet he must give others—not so good drivers—the better of the bargain if they cut ahead of him.

He must keep his temper and good humour. He'll find that most arguments among motorists are silly and trivial.

He must be a good sport. It's so much to expect of a human being that he who really merits the title of "good driver" is a rarity.

AIR ROUTE MAPS.

Calling attention to the increased traffic, the office of the American Chief of Air Corps has announced that air navigation maps are now available for all sections of the World Airway. Pilots are warned to hold their course to the right of the line indicated on maps and maintain a constant vigilance for other aircraft.

LOWER PRICE.

The Armstrong Siddeley Policy.

The reduction in the prices of Armstrong Siddeley cars announced for 1927 are only small, the policy of the company still being to give the public a better rather than cheaper car.

A big cut in price would have necessitated a big cut in quality, with the result that the wonderful reputation of Armstrong Siddeley cars would have been quickly jeopardised.

In the Armstrong Siddeley car the public obtains a better article, an engine with a first-rate performance, a chassis of proved endurance, and a handsome full-sized body that will last for years.

This policy of building better cars created the Armstrong Siddeley's world-wide success in 1926. For 1927 the policy is to build still better cars.

BICYCLE SALES UP.

The bicycle in Canada is still holding its own against the motor-cycle and auto. A report of the Dominion Bureau of Statistics shows that Canadian bicycle manufacturers continue to increase their output.

INDIA WANTS ROADS.

An extensive campaign is being conducted in India to build roads for the accommodation of motor bus transportation. Great areas in India lie between railroad lines and have no efficient transportation system.

THE FUTURE CAR.

"Sixes" Predicted.

HIGH-SPEED ENGINE.

The small car with a highly perfected six-cylinder engine will replace the cheap four-cylinder car and the heavier sixes if the predictions of Mr. Thomas J. Little, Jr., president of the Society of Automotive Engineers, are fulfilled.

The small car of the future will not necessarily be a cheap car, for it will embody all of the efficiency and refinements of the highest development of automotive engineering.

"This type of cars," says Mr. Little, "will be fitted with a custom-built body and engineering effort will develop the same riding qualities and greater acceleration than the large de luxe car now possesses."

BETTER MODELS.

The low-priced four-cylinder motor will gradually pass away and be superseded and out-performed by the small, smooth-running six, which will be a little high-speed, high-compression, high-economy engine.

I predict the gradual elimination of a great many of our present-day cars. The public will soon discard the lumbering cars and cease buying the cheap vibrating ones. Then the revolution in engineering will be complete.

The little racing autos which came into prominence last season are serving as a pattern for the everyday car of the future, says Mr. Little.

SMALL AND FAST.

Speed will not be emphasized as much as in the racers, but the high-speed engine and small body will predominate, according to observations.

The supercharger which will aid the construction of small, efficient engines is being studied and tested in the laboratories of the larger automobile factories.

The supercharger and high-compression fuels will modify engine design in favor of a high-performance small car.

Following the advent of the small car will be the development of cars of the medium price class in somewhat cheaper production," concludes Mr. Little.

SCOTLAND'S SHOW.

Agents Exhibit More Cars Than The Makers.

By Capt. E. de Normantville in *The Chronicle*. The Scottish Motor Exhibition, which is being held this week in the Industrial Hall, Edinburgh, differs in one important respect from Olympia.

The Scottish exhibition is a more personal affair as between buyer and seller, as in more cases the local agent exhibits the car.

Consequently one will see a popular make of car shown on several stands by as many agents. In the case of one well-known make eleven exhibits may be counted.

Manufacturers exhibits are only about a quarter of the total. Some leading examples noted are Citroën, Daimler, General Motors, Humber, Lanchester, Lea-Francis, Standard, Trojan, Vauxhall, and Vulcan.

A SHOW AT MANCHESTER.

In the main space of the hall are nearly a hundred stands devoted to car exhibits, and there are some 60 stands round the sides for accessories. The accessory manufacturers seem to be better represented this year.

Though the Scottish show is naturally not comparable with Olympia, it is thoroughly representative of the best the industry produces.

The bulk of Scottish buyers usually wait for their own show. Incidentally, efforts are being made to have a third motor show next year—at Manchester.

MANY RUBBER USES.

Rubber is being used to great extent silencing the chassis of motor vehicles. Other uses made of rubber for an automobile in addition to the tyres are for hose connections, fan belts, windshield strips, floor and step mats and door humpers.

FIRST AID SERVICE.

Practical French Idea.

ROADSIDE STATIONS.

Increase of automobile accidents along rural highways, and the attendant difficulty of getting immediate aid to the injured, have prompted an Aix-les-Bains physician to offer a plan for an emergency first aid service.

The physician's plan is to establish first aid clinics along the main highways of France. An attendant would be kept at each clinic at all times, ready for call at any emergency.

Congested traffic in isolated districts where hospitals or even local physicians were lacking, have caused so many cases from accidents to be neglected, or delayed, that the cry of immediate aid to such localities has arisen. The Aix-les-Bains idea is believed by many authorities to be a practical solution.

The plan is to have a first aid station in some public building. All first aid equipment, including splints for fractured limbs and medical supplies, would be placed at the stations. The material could be inspected from time to time and renewed by a local physician.

An automobile would be ready at all times to rush aid to the injured and bring them to the nearest physician or hospital.

When an accident occurs on the highway it would be reported immediately, either by phone or by a passing motorist, to the nearest station. In this way no person would suffer because of the fear of motorists to stop, suspecting a trick by bandits who want to hold up the tourists.

The costs of dressings and service would be paid by the injured, which would probably finally rest on some insurance company. The original cost of the stations would be met by local governments where stations are located.

EXCELLENT HIGHWAY.

The transcontinental highway route from Washington, D. C., to San Diego, California, is 97 per cent. improved. Of its entire length of 3,133 miles, 93 per cent. is hard surfaced and four per cent. graded.

SAFETY TALKS HELP.

School teachers have done excellent work reducing the number of traffic accidents by their consistent educational programme in schools. Children taught safety usually practice it.

TOURISTS TRADE PAYS.

Tourist traffic for the 1926 season in Manitoba, Canada, left more than \$7,000,000 in the province, according to the Winnipeg Tourist and Convention Bureau. A total of 105,710 tourists from the United States visited the province.

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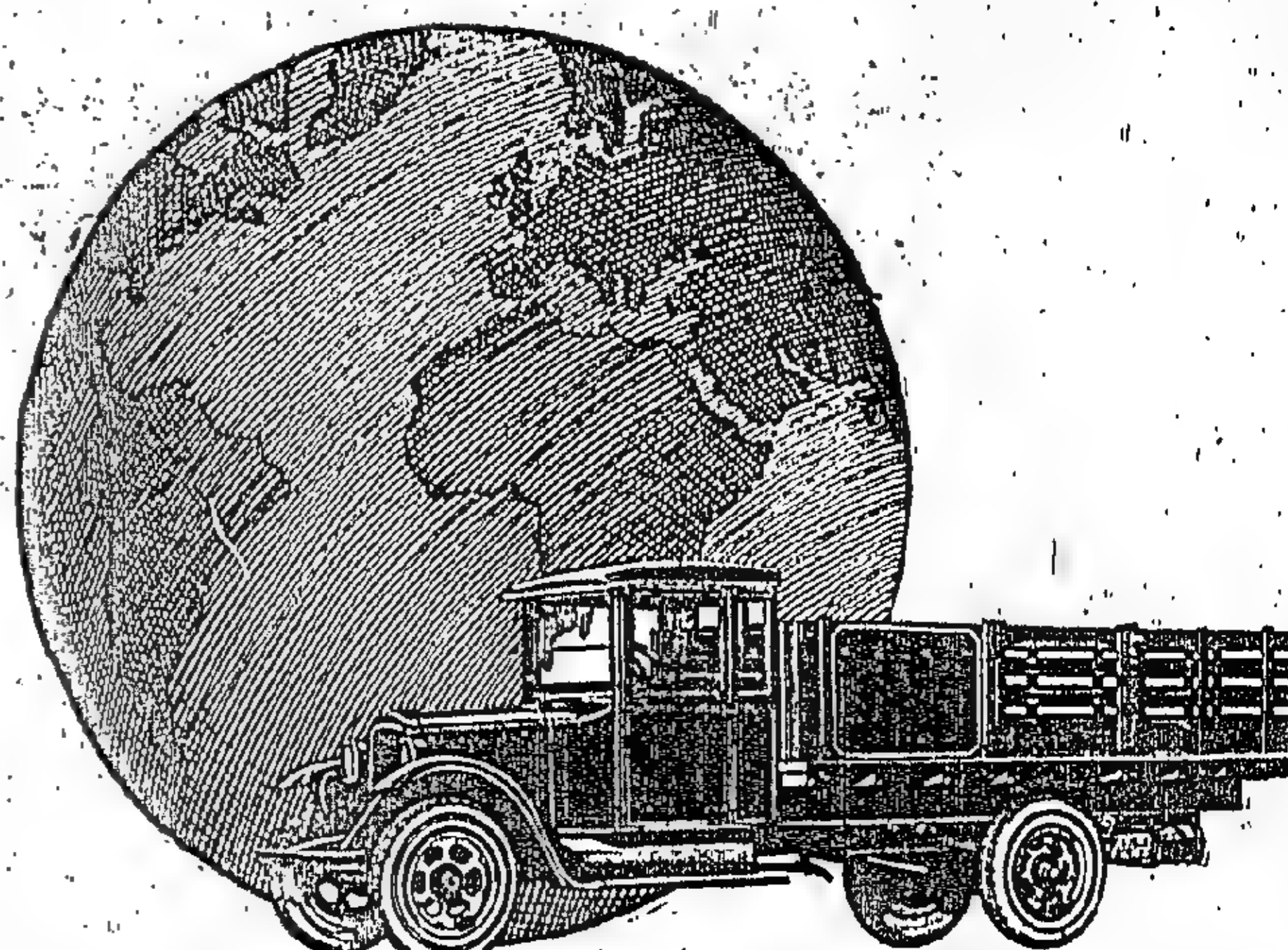
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—and World-Wide Demand Continues to Grow

Satisfactory performance has built a profound public respect for Graham Brothers Trucks and Buses the world over.

Quality is the highest, prices are lowest and demand greatest in Graham Brothers history.

Sales during the first eight months of 1926 aggregated 25,383 trucks compared with 14,207 for the first eight months of 1925.

Exports during the same eight months were 60% higher than during the first eight months of 1925.

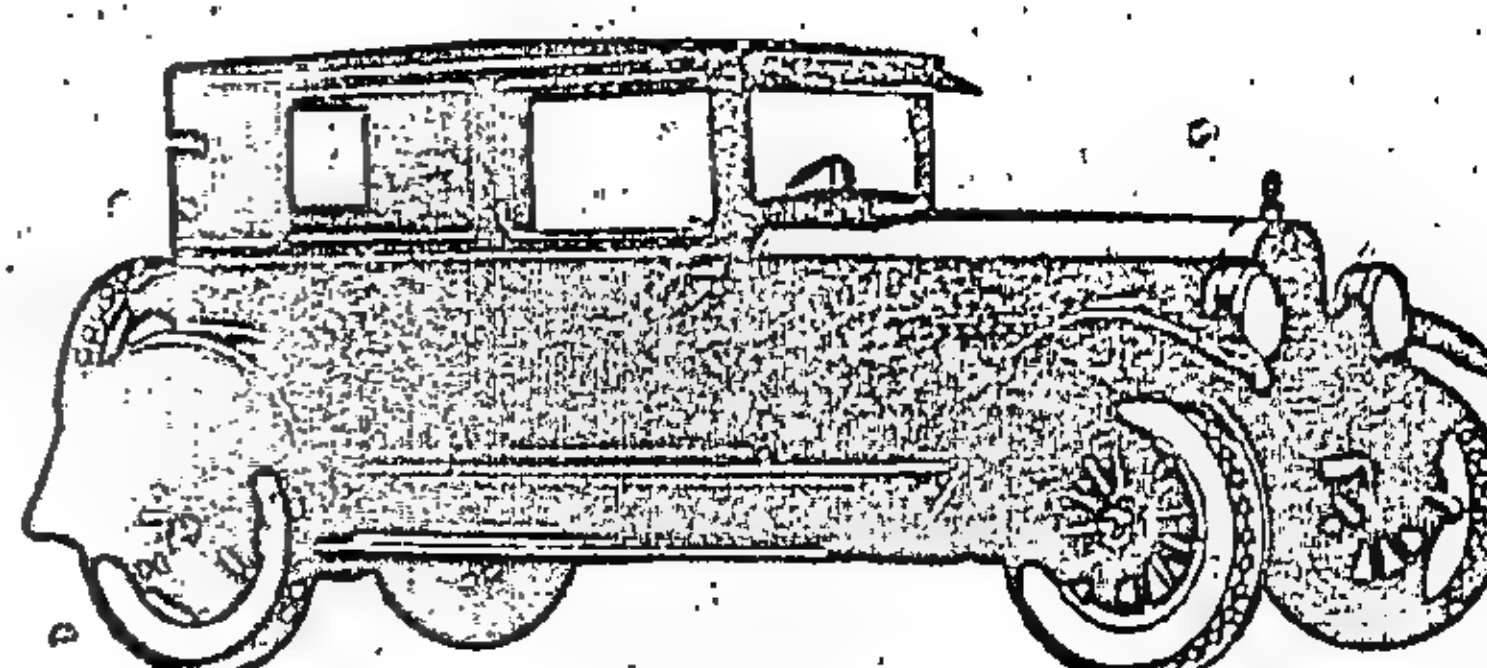
Graham Brothers Trucks, with Dodge Brothers 3/4-Ton Commercial Cars, meet 91% of all hauling requirements.

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GRAHAM BROTHERS TRUCKS

Built by Truck Division of Dodge Brothers, Inc. SOLD BY DODGE BROTHERS DEALERS EVERYWHERE



HUDSON

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The Coach has long been acknowledged the "World's Greatest Buy", because of its utility, performance and value. Now among luxurious cars, the beautiful Brougham and the Sedan give Hudson the same unrivalled position among luxurious cars. They have all the distinction of finest custom built cars, with a price advantage based on the world's largest production of 6-cylinder cars.

Prices in Hongkong Currency delivered at your door in Hongkong or Kowloon.

Special Essex Touring	... \$2,500
Special Essex Coach	... \$2,500
Special Hudson Touring	... \$3,500
Special Hudson Coach	... \$3,600
Special Hudson Brougham	... \$4,000
Special Hudson Sedan	... \$4,400

These cars may be purchased for a low first payment and convenient terms on balance.

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33 WONG NEI CHUNG ROAD HAPPY VALLEY

HARMONY!

If a motor tyre is to serve well—to yield good mileage and afford accuracy on all the varied road surfaces covered by your car, the tread and casing must work harmoniously together. They must wear uniformly; the casing must be strong enough to carry the stoutest tread.

IN THE DUNLOP CORD TYRE THE CASING AND TREAD WORK IN COMPLETE HARMONY.

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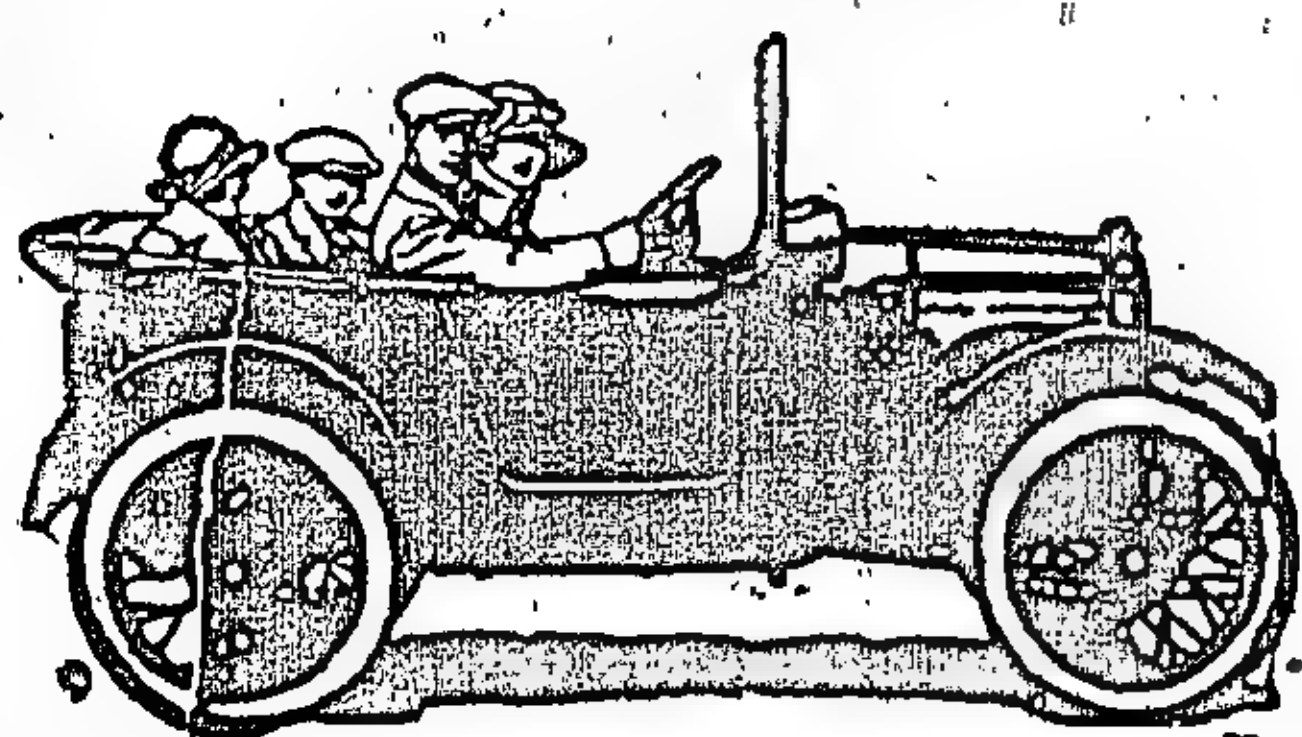
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REMEMBER—When you buy an Austin 7 from us an exceptional after sales interest is maintained in your car.

ALEX. ROSS & Co. (China), Ltd.

HONGKONG.

and

The Kowloon Motor Car and Cycle Exchange Co. KOWLOON.

SUMATRA REVOLT.

TROOPS PURSUE COMMUNISTS.

GOVERNMENT DETERMINED.

Supplementing previous reports regarding the revolt on Sumatra's west coast, it is stated that on the morning of the 5th inst., the troops in the district of Siloangkang carried out a vigorous offensive.

Between Savah Leonto and Solok, armoured cars and locomotives are now plying between the two towns and sufficient protection is now afforded to the train personnel and those working on the coal trains.

His Excellency, Gov. General de Graeff, telegraphed on the 6th inst. to the Resident of Padang, definite instructions with regard to handling the present situation.

GOVERNOR'S MESSAGE.

The contents of the telegram were as follows:—"It is a great pleasure to me to compliment all government officers, the army and the police for the vigorous manner in which they have handled the revolt there, and I sincerely regret the casualties incurred on the part of the peaceful citizens and the authorities.

"Let me assure you of my sincere wishes that the rebellion there be handled with the utmost severity and every measure be taken, and no stone left unturned in arresting or compelling the surrender of all Communists who have made life unsafe for peaceful and law-abiding citizens there.

"With this end in view and to safeguard the interests of the government and its peaceful citizens, I wish you every success and you have my wholehearted support in bringing this issue to a speedy and definite end."

WHITE FLAG.

The Padang correspondent of a local paper reports that a total of seven hundred Communists have since been arrested.

The hunt for Communists throughout the west of Sumatra is being carried out with the utmost severity and everywhere the natives are showing the white flag.

The European community in Padang seem to be very nervous and excited in view of the false rumours rife in the town. The authorities have explicitly stated that the town of Padang is perfectly safe from Communist attacks.

On Sunday night, the 9th inst., all the main roads were guarded and all suspicious persons held up and searched.

The concerns of opinion is that as a result of the strong measures taken, the whole district of Siloangkang is now peaceful and quiet.

EFFECT ON BUSINESS.

Business in Padang was extremely depressed during the first few days of the revolt. In the first week of January, the turnover of import firms in Padang was reduced to 20 per cent. below normal, and no funds in the way of collections were received.

Salesmen of the various import firms, after making their usual rounds of the market, found dealers everywhere refusing to do any business.

Small wares were totally unsaleable, but other lines were very slightly better and this state of affairs was the same in that portion of the west coast and the outlying districts.

The conveyance of rice and vegetables to Padang diminished considerably and the natives hoarded all their supplies of rice and salt.

The situation there now has become easier, and when things become more settled, the town of Padang will recover its normal state of affairs.

Berlin, January 7.—The birthplace of Beethoven at Bonn is to be converted into an Institute for Musicians to commemorate the centenary of the master's birth.

Lithuanian Problem.

The Lithuanian enigma continues to occupy the attention of the press. M. Pilsudski believes sensational developments are pending ending possibly, in the Government's collapse through military plots.

A Rockefeller Museum.

It is reported that the Rockefeller negotiations with the Egyptian Government for the creation of an Archaeological Institute are being continued. It will be recalled that an offer to the Government of ten million dollars (gold) is involved.

MIXED GRILL
& A Merry Miscellany
Ashley Sterne

I have been severely over-crowded recently; no fewer than 27 bands of raucous young ruffians having attempted to convey tidings of comfort and joy to me through the letter-box. But it was largely my own fault. I happen to live in a neighbourhood where, in spite of the removal of the coal restrictions, supplies are very limited and difficult to procure. In fact, it would be as easy to secure a ton of radium as a ton of coal. Well, in thoughtless moment, and from the force of habit of years, I started chucking lumps of coal at the carollers. But it wasn't until I observed Party No. 21, carefully collecting the missiles and putting them in a wheelbarrow, which



they had obviously brought with them for the purpose, that I realised what I had done. No wonder my front door steps had been the most popular in the neighbourhood! And now I am forced to fuddle over a couple of glow-worms for warmth, while these asthmatic, adenoided youngsters are burning my coal. If these lines should chance to catch the eye of Good King Wenceslas, I trust he will remember me at the next Monster Free Distribution of pine-tops.

Smart Parisiennes are now wearing hats made from the skins of tigers and leopards. The BHs are settled, by skinning another kind of very wild animal.

I am very glad to see that the doctors are keeping abreast of the times and have managed successfully to invent a thoroughly new and up-to-date ailment, to wit, Charleston knee. As may be inferred from its name it is caused by excessive indulgence in the Charleston, the fascinating little side-kicks which put an unaccustomed strain on certain ligaments of the knee and produce a painful swelling. I am not myself a Charleston fanatic, and whenever I am present while it is being danced I always feel that I am more shinned against than shinned for. But that is by the way. What I really want to say is that the invention of Charleston knee encourages me to hope that in course of time the doctors will be able to invent ailments to accompany all our principal pastimes. The invention of bridge thumb—a kind of rheumatism induced by too frequently licking that digit when dealing—would supply a long-felt want; as, also would cross-word eye—an affliction where the eyeballs get turned upside down as a result of trying to read horizontally and vertically at the same moment.

In preparation for his coming trip to India, whither he goes to study snake-charming at first hand, old Professor Barmion Crumple is still busily occupied in buying his kit. In addition to the articles mentioned last week he has now purchased:—

- 1 howdah
- 1 tal Mahal
- 1 tall, mulligatawny soup
- 1 kedgeree
- 6 sponge-cakes (for feeding the Bombay ducks) and the complete works of Sir Rabiindranath Tagore.

He rang me up yesterday to know whether I could tell him the Hindustani for "boo". On my in-

quiring why he wanted to know, he told me that he might require to say it to a mongroose.

That prolific young poet, Mr. Beasley Tosher, has just brought out a new volume of poems entitled "Fish-Glue and Fog Signals" from which he has very kindly allowed me to quote the following reasonable verses:—

How I'd love to be a robin in these bleak December days,
He never seems to feel the cold however long it stays:
He doesn't seem to care a hang when Jack Frost nips his nose
And what is more he never suffers chilblains on his toes.

The robin never worries when the water-pipes are burst;
He only has to lick some snow, to quench his little thirst.
He doesn't use bad language, but just 'blithely' hops around.
When invariably it happens that the plumber can't be found.

I never hear him coughing and I never hear him sneeze;
He fairly seems to revel in the bitter icy breeze,
Which never blows but what it brings me bronchial catarrh
And either influenza or, what's worse, pneumonia-ah.

For only one thing would I wish a robin not to be,
And occupy a cozy nest upon a holly-tree;
I must admit emphatically in no uncertain terms
That, like old Martin Luther, I detest a Diet of worms.

Overheard in the railway carriage.

First City Man:—Well, and how do you find business?

Second Man:—By looking for it.

I wish I could think of a similarly mordant report when people ask me banal questions. I have sat up for nights on end with my feet in strong black coffee trying to think



of a crushing rejoinder to that irritating commonplace, "How's the world using you?" But without success. In America, of course, the retort would be easy. You would just draw your revolver and add one more to the recorded cases of justifiable homicide.

Donington (Lincolnshire) boasts of a centenarian in the shape of a remarkable old lady who, a week or two ago celebrated her 103rd birthday. Being a centenarian, I fancy, must assuredly be one of the healthiest occupations known, for all the centenarians I've ever read about have lived to be at least 100, though of course this is a mere molehill in the ocean of time when one thinks of the ages attained by Methuselah and Noah. Still 103 is a very notable achievement in these hectic days, and I like to read that Donington's old lady attributes her great age to "a quiet life and moderate living". I didn't know that such pacific conditions were possible in England, nowadays. I wonder what Noah attributed his great age to? Let me turn up the back numbers of the "Ararat Argus".... Ah! here we have it. "Interviewed on his 900th birthday Mr. Noah (who by the way is not a toe-totaller) informed our representative that he attributes 'his longevity to the fact that he was born such a long time ago, though he admits that possibly his not having been drowned in the Flood has likewise had something to do with it."

NORWEGIAN MINISTER.

A RECALL FROM THE U. S. A.

Washington, Jan. 21.

M. Bryn, for fifteen years Norwegian Minister, has been recalled. It is known that M. Bryn has been at loggerheads with his Government for a long time past.

It is understood he does not share the views of his Government regarding pressing the Norwegian shipping claims against America.

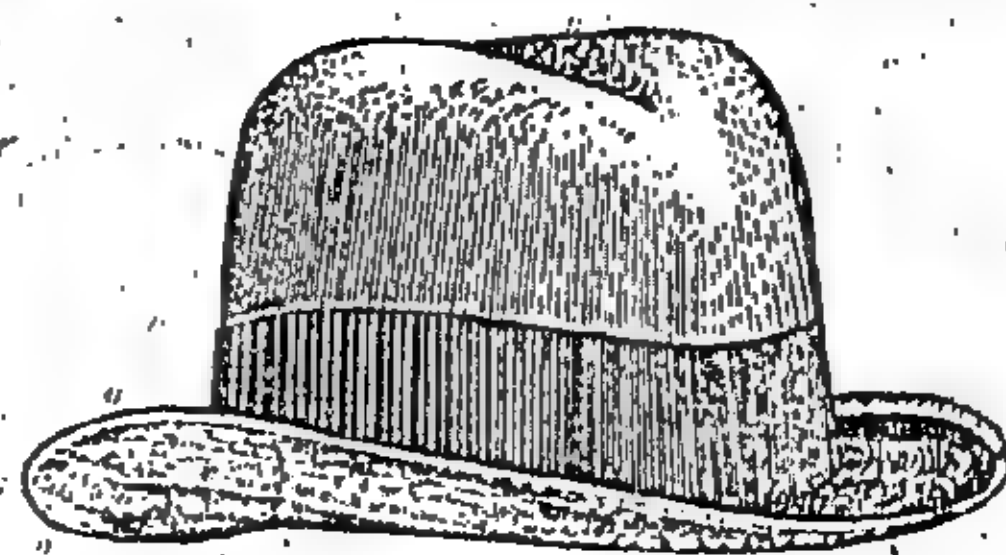
JAPANESE DIET.

THREAT OF DISSOLUTION RELIEVED AVERTED.

Tokyo, Jan. 21.

The opposition having decided to withdraw its vote of non-confidence, the entire political situation has undergone an unexpected change as a result of the Premier's efforts to reach an understanding, consequently it is believed that the threat of Diet dissolution has been averted.—*Reuter.*

Economy in Headwear



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\$12.50 HATS at \$5.50

in Various Sizes, Colours, and Styles.

These are made by other reliable factories in Europe, and are overstocked by us merely in consequence of the recent depression of market.

Call Promptly and Make a Good Selection

THE SINCERE CO., LTD.

THE "HONGKONG EMPORIUM."

FAR EASTERN HEALTH.

CLOSE OF SINGAPORE CONFERENCE.

The annual meeting of the advisory council of the League of Nations Health Bureau concluded at Singapore on the 10th inst., and the thirteen delegates from Far Eastern medical services are departing for their respective countries.

The reports of the Council, of which Lieut. Colonel Graham, of the Indian Medical Service, was President, will be sent to Geneva to be considered by the Health Committee of the League of Nations, and a detailed account of the proceedings must be delayed until the Health Committee have considered the recommendations and views forwarded from Singapore.

The Council reviewed the work of the Bureau during the past year and the report of the Director, and discussed in detail the estimates for 1927, and also for 1928 on the basis of the present year's programme.

Considerable time was devoted to exploration of the various questions arising out of the broadcasting by wireless of the weekly epidemiological report. The information in this report is collected at the Singapore office and sent to Saigon, where it is broadcasted and received in the Dutch East Indies, British India, Shanghai, British North Borneo, and elsewhere.

COST OF COMMUNICATIONS.

Difficulties are experienced at certain seasons of the year in regard to atmospherics, and various Governments have offered assistance with a view to improving the reception of the messages and thus reducing the cost of the Bureau.

The Council also considered possible extensions of its activities within the terms of its constitution with a view to the collection and diffusion of information regarding international medical research and the co-ordination of medical problems arising in the different countries.

In connection with the Paris Sanitary Convention, which regulates the quarantining of shipping practically throughout the world, and also the pilgrim traffic of the world, the Council discussed certain aspects of this international agreement of particular interest to the Bureau. This Convention, which was originally drawn up in 1912, was revised last year, but it will probably not be ratified before 1928.

A LONG- FELT WANT.

The opinion of the delegates, the *Straits Times* gathered, was that the Bureau was fulfilling a long-felt want very efficiently, and that it had done very remarkable work

THE FIRE BRIGADE.

THREE EUROPEAN OFFICERS ARRIVE.

The Hongkong Fire Brigade has been augmented by the arrival from Home of three fully qualified firemen, who arrived during the last few days. They will, for the present, be allotted to the two main stations but it is possible that they will later take charge of the districts.

The new arrivals who attended the outbreak in Jervis Street yesterday are Messrs. B. C. J. Buckridge, W. McIntosh, Smith and Lewis Walton. The three officers are all experienced men and with the exception of Mr. Walton will be stationed at Central Fire Brigade *pro tem.* Mr. Walton will assume duties under Mr. Saunders at the Kowloon Station.

Mr. Buckridge comes from London, Mr. Walton from Newcastle-On-Tyne and Mr. Smith from Glasgow. A fourth officer Mr. Wolard is due to arrive shortly.

MEXICO AND U. S. A.

A SUBMISSION TO ARBITRATION.

Mexico City, Jan. 21.
The Foreign Office has issued a written statement agreeing in principle to the American-Mexican differences being submitted to arbitration.—*Reuter's, American Service.*

About 100,000 persons will be present at Canberra, the new capital of Australia, when the Duke of York opens Parliament.

In the short time since it had come into being. The promptness with which epidemiological information is collected and distributed from the central office is shown by the fact that the message sent to Singapore from India on Wednesday of every week is received in India again, together with data from throughout the Far East, on the following Friday.

Much of this information was received by quarantine authorities before the Bureau was founded, but it was often weeks late, and the present system supplies all the Far Eastern health services with up-to-date and accurate information.

That is a fact of considerable importance, because it means that the Bureau is able to simplify the quarantine procedure and speed up the measures of control to which shipping is subjected, and that ships are no longer held up unnecessarily owing to out-of-date quarantine information.

What Every Woman Knows!

POWELL'S
STOCK TAKING SALE
FOR
GENUINE BARGAINSThe FURNISHING
DEPARTMENT

SEE

Page 10.

May We Teach You These
Fascinating Arts?

Demonstrations Daily in

COSTUME MAKING ROPE WEAVING
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You are cordially invited to be a guest of our Dennison Department.

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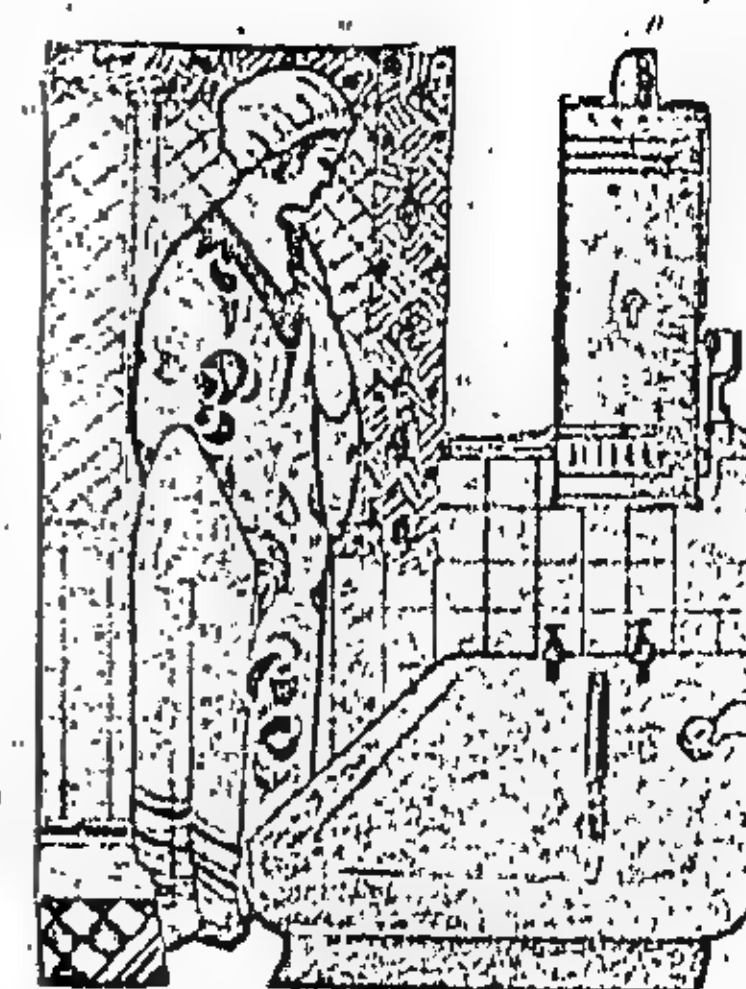
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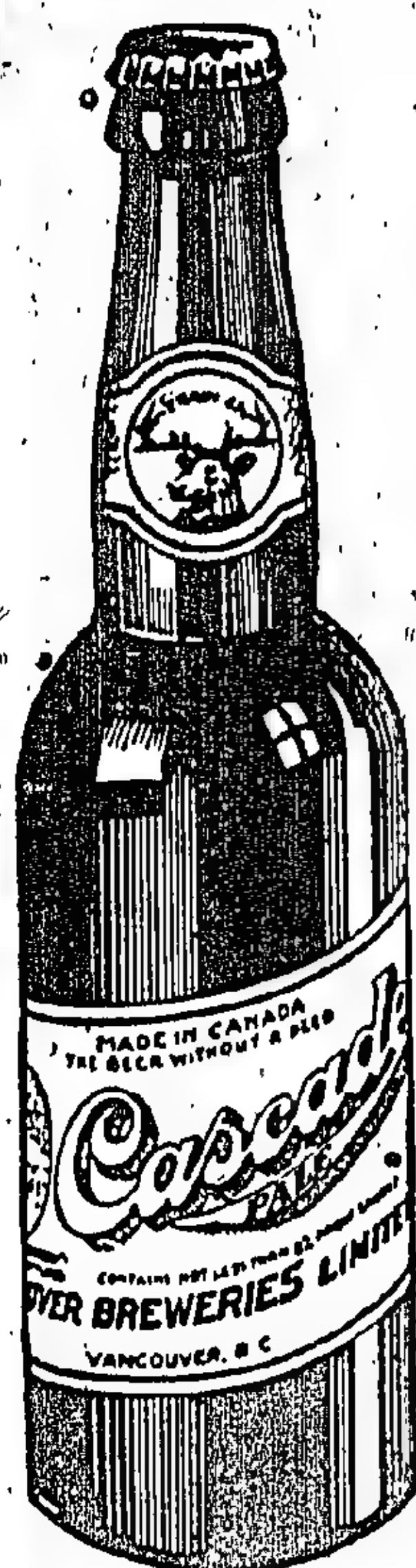
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Beer without a Peer"



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Music
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Dancing

Feeder Building.

TAIKOO BALL

THREE HUNDRED VISITORS
PRESENT.

The annual ball of the Taikoo Club invariably attracts a large and cheerful crowd to this out of the way corner of the island. The 1927 function, held last night, was no exception to the many brilliant celebrations which have gone before. Visitors made their way to the Club from the Peak, the Peninsula and all parts of the Colony, and spent a very happy and entertaining evening amid congenial surroundings. There is a homely atmosphere about the Taikoo Ball which appeals to many dancing enthusiasts, and with the generous hospitality dispensed, makes it one of the most enjoyable functions of its kind during the year.

There were some three hundred visitors at last night's ball, most of them travelling by car, though quite a good proportion arrived by launch. There was an adequate service of launches both to Hong-kong and to Kowloon, no less than five being engaged between 12.30 and 3 o'clock this morning in taking the visitors home again.

Brilliant Decorations.
The entrances to the Club were gaily illuminated with coloured lights, twinkling their welcome to the guests, as they arrived. In- side, a real transformation had been effected, all the rooms being brightly and effectively decorated for the occasion.

Chief attention, of course, had been paid to the dancing hall, where the scheme of decoration, carried out on the Denison crepe paper system, was striking and attractive and commanded general admiration. The room was a blaze of colour, red, yellow, blue, green and purple streamers running to all corners from the delicately shaded lights. As usual, Mr. John Swire's framed photograph occupied a prominent position in the hall, above the dance indicator, and below were the letters "T. C." in red, on green and blue grounds.

In order to provide the maximum accommodation for the dancers, the orchestra was placed in the gallery. A revolving coloured spot light produced a pleasing effect, and when the proceedings were in full swing the scene was brilliant and beautiful.

The Dance Programme.
The Brunswick Orchestra played a splendid programme of dance music, and materially contributed towards an enjoyable evening. There were twenty-two dances, in- cluding the Lancers. Eighty-some reels, waltzes and, of course, the ever-popular fox-trot.

Supper was taken in the billiard room in the course of the evening. The decorations here were sub- dued compared with the dancing hall, but nevertheless pleasing. The entering was done by Lane Crawford's, who are to be congrat- ulated upon providing an appet- ising and satisfying meal.

The Guests.
The guests included Mr. G. M. Young, Mr. D. Templeton, Mr. K. E. Greig, Mr. and Mrs. F. J. Sher- vell, Mr. and Mrs. Allman Ward, Mr. W. J. Hill, Mr. H. H. C. Resker, Capt. Robinson, Staff-Capt. Mayall and Chief Engineer Lamb, of the s.s. Canada; Capt. and Mrs. Innes, Mr. C. R. M. Young, Commander and Mrs. Sanger, Dr. Millward, Dr. McKenny and Mr. and Mrs. Burgess.

The principal credit for the suc- cess of the ball is due to the mem- bers of the various Committees, who all worked enthusiastically in making arrangements for the com- fort and convenience of the guests; and particularly to Mr. R. M. Keown, who carried out the Secre- tariat duties.

The members of the Committees were as follows:
Decorations: Messrs. R. Gray, M. H. Wallace, T. Grimshaw, E. Howell, T. Young and R. B. Bell.
Buffet: Messrs. D. Munro, E. Howell and J. B. Richmond.
Card Room: Messrs. D. Walms- ley and G. McLeod.
Clockroom: Mr. J. Laing.
Bar: Messrs. R. K. Duncan, J. B. Richmond and R. M. Keown.
M.C.'s: Messrs. E. Moore, G. H. Stewart and H. Dineley.

COMPANY REPORTS.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

Subject to confirmation by share- holders the profits for the year ended 31st December, 1926:
Amounting to\$171,241.82
Together with the amount brought for- ward from 1926 98,729.14

Totalling\$269,970.96
Will be allocated as follows:—
Pay a Dividend of 80 cents per share\$120,000.00
Pay a Bonus of 20 cents per share 30,000.00
Transfer to Typhoon and Floods Insurance Fund 11,042.64
Transfer to Special Re- pairs and Renewals A/c 13,512.00
And Carry Forward to next account 95,416.32
\$269,970.96



Amazing Price-Reductions
in this Huge

SALE!

Commences on Monday

in our

Furnishing & Men's Depts.

Everything on show we guarantee will be a genuine bargain, large stocks have accumulated which must be cleared before stock taking. POWELL'S Sales have earned a wide reputation for their genuineness but this one will beat all previous Sales.

IN THE FURNISHING DEPARTMENT.

will be found many bargains in Beds, Blankets, Quilts, Household Linens, Cretonnes, Carpets, etc. etc. During the sale beside those especially reduced we are giving large Discounts off the entire stock.

25% Discount off
**PRAMS, CARPETS, BRASS BEDS,
FURNITURE, ELECTRO PLATE,
CHINA & GLASS.**

25% Discount off
**HOUSEHOLD LINENS
DOWN QUILTS, BLANKETS,
TAPESTRIES, CRETONNES, etc. etc. etc.**

**TOILET SETS - - - - - Half Price
ALL GO-CARTS - - - - - Half Price
CRETONNES - - - - - from 40 cents per yard
REMnants - - - - - at most Tempting Prices**

GOODS STORED UNTIL REQUIRED

IN THE MEN'S DEPARTMENT.

20% Discount off
**CABIN and WARDROBE
—TRUNKS—
SUITCASES, etc**

SOCKS and GOLF HOSE in many plain Colours and fancy designs, these have been marked at very special prices to clear.

Cashmere (all wool) \$1.00 & \$1.45 usually \$2. to 3 50.
Silk \$1.00 \$3 00
Golf Hose from \$2.95 worth ... \$6.50
Golf Hose Khaki \$3.95 worth ... \$6.50

UNDERWEAR, SHIRTS, and PYJAMAS

"Jaeger" "Theta" and "Dome" makes wool:-Vests and Drawers.....\$4.95. (Usual \$6 75 to \$8.50.)

India Gauze \$1.75
Cotella \$1.00
Ceylon Flannel Pyjamas \$4.95
"Viyella" \$9.75
Real Welsh Flannel \$9.75
Tennis Shirts from \$2.75
Day Shirts (with two collars to match) \$4.95

33 1/2% Discount off
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DRESSING GOWNS,
BATH GOWNS,
TRAVELLING RUGS.**

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TAILORING DEPT.

— SUITS —

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From all wool Scotch, English & Irish Home Spuns, Blue Serges and Flannels.

FIT & FINISH GUARANTEED.

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A large stock of Brown, Black and White Boots and Shoes must be cleared to make room for new Spring Goods

Black Boots and Shoes \$10.75
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Patent Boots and Shoes \$ 4.95
White Canvas and Buckskin from \$ 5.75

ALL SIZES ON SALE.

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A large assortment of Jaeger Sweaters and Waistcoats at 33% Discount.

Special clearing line in White with Coloured Trimming at \$4.95

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AND

GLOVES

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LACTOGEN
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Milk Food



WOMAN'S WORLD



WOMEN AT BRIDGE.

FACIAL EXPRESSIONS.

The Bridge Club has altered the course of the modern woman's life. Some years ago woman, ever ready to be emancipated, took to card playing with all the application and earnestness which she had hitherto bestowed on painting doilies and embroidering afternoon tea-cloths. She found herself developing an extraordinary card sense, and once she had persuaded her husband, brother, father or some man friend to teach her the rudiments of the game she very often left her teacher far behind. In fact, nowadays a good woman player is far above the "average" man player.

The love of gambling inherent in most women is a potent factor in bridge-playing. For how many other inducements but a game of

FUR FLOWERS.

FOR EVENING WRAPS.

Evening wraps that may be used after the cloak has been removed are a fad of the moment. One of the favourite examples of this mode is a square of lightweight brocade in lovely pastel shades. It is unlined, but bordered with feathers.

Chiffon wraps of the same variety are beautified with huge flowers, often cut out of taffeta, which is used for a binding.

Fur flowers especially in tinted ermine, are also seen, the fur being used for the edging. Apart from the conventional Spanish shawl, there are squares of unadorned material decorated with swaying fringe, often three feet in length.

UNUSUAL STYLE.



A delightful variation of the jumper.

earls would women leave their comfortable, cosy homes on a wet, foggy day? The more wretched the weather, the fuller the club.

Why Bridge has such a hold on Woman.

I think the attraction is based on various motives. Primarily, this love of a game of chance, secondly, the knowledge that one can completely forget one's petty—or even serious—worries while playing, thirdly because on six days out of seven there is little of interest for a woman without responsibilities to do between the hours of four and six o'clock, and, fourthly, the fact that she will meet a few con-

genial friends without the trouble of entertaining or being entertained.

Stiffing Lamentation.

I have often been asked if women are good losers, and I unhesitatingly say "Yes," always providing for the rule-providing exception. A bad loser becomes so unpopular that in time even if inwardly highly aggrieved, she learns to control her lamentations and becomes ashamed of them. I once heard a player, who was losing heavily, say that she did not see why the others should have a pleasant game if she were unable to enjoy it. The day came, however, when no one would sit down with her, and she had to join another club, where it is to be hoped, she mended her ways.

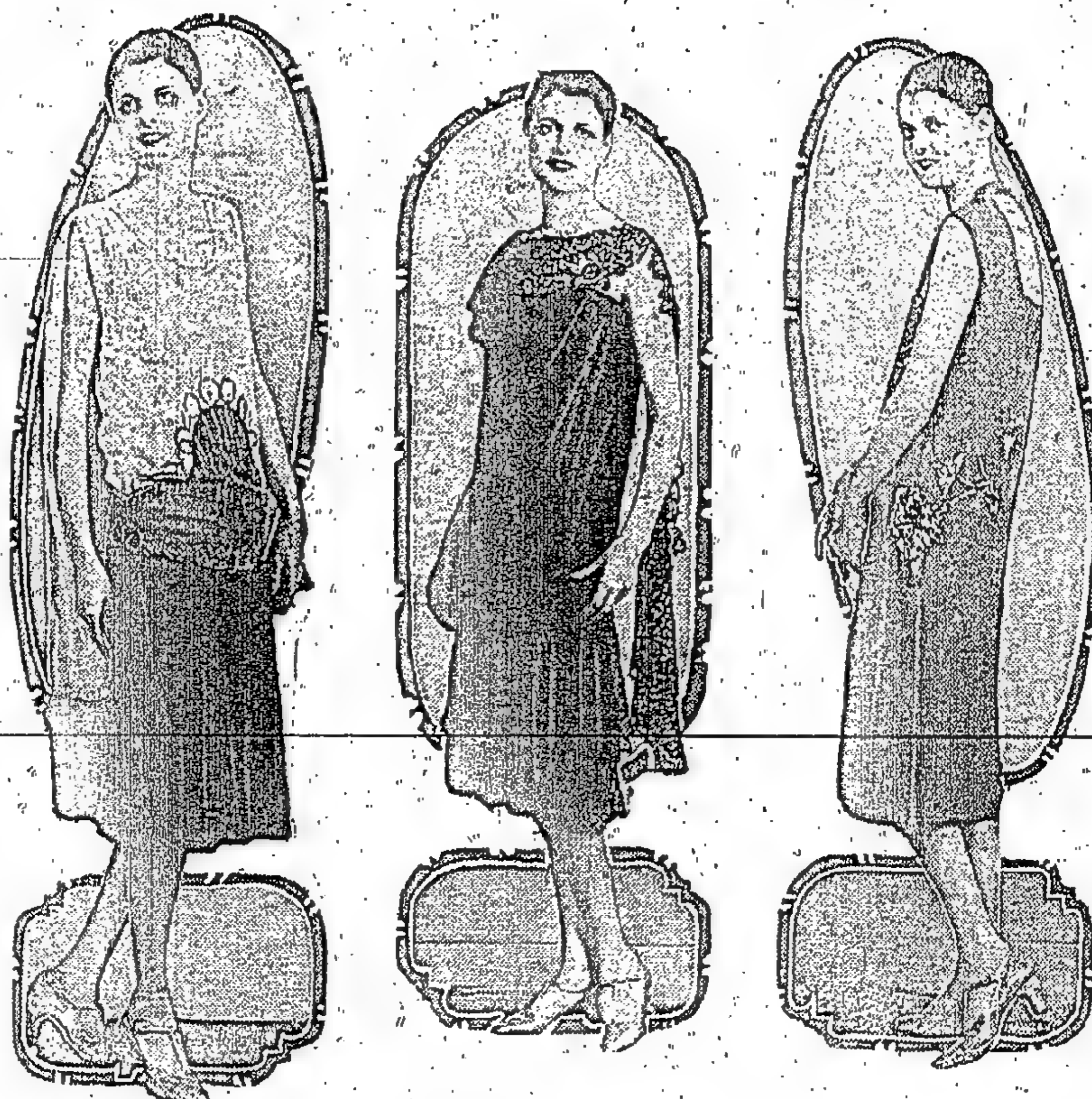
Tell-tale Facial Expression.

It is more difficult, I think, for a woman to control her facial expression than it is for a man to do so, men having been brought up to keep always a stiff upper lip. Consequently, some women occasionally give their game away by showing elation when they have a good hand and depression when they have a poor one.

An Understandable Difficulty.

One of the great difficulties in a club is to get the members to take concerted action if there is a question of expelling an undesirable member. It is absolutely necessary to have two or three reliable witnesses if anyone is suspected of foul play in case of an action for slander, and many people would almost prefer continuing to play with a cheat than have the unpleasant task of denouncing them.

On the whole, though, the atmosphere in a mixed bridge club of standing is one of fellowship and goodwill, and the phrase "debts of honour" is not an empty formula. By Laurence Euston.



A smart black and white model. It is trimmed only with rhinestones.

An interesting gown of black shadow lace. Simplicity is the keynote.

There is novelty in this tomato red crepe model.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, December 16th, 1926.

Madeline has sketched the cutest little hat, shown herewith, composed of rose-coloured, lightweight velvet, and trimmed with gros grain ribbon in two tones of the same colour. Although it looks fairly fascinating in black and white, it is one of those creations which have to be seen to be believed. It is small, in conformity with present-day requirements, but it is nevertheless sufficiently shady. Speaking of small hats and present-day requirements reminds me that when, a few days ago, I submitted a new hat for the approval of a mere male, he said: "Um, yes—it's not at all bad! But I do wish you'd get hold of a picture hat for a change!"

I explained at length—I might say, at considerable length—that a woman who plunged about through London's motor-bus mud, attired in a short skirt, wrap coat and spatees, with a picture hat dipping at various angles on her shingled head, would, if she were not "certified" summarily, most assuredly lose her husband's love—to say nothing of the hat, in a gust of wind! The manipulation of anything appertaining to the "picture" variety of hat is bad enough on soft, stilly, June days at garden-parties and other festivals; and I venture to predict that now we have found out the comfort of the little hat, we shall never forsake it during the workaday period. Let us pass on to Stephanie's offering.

The charming little jumper, sketched by her is not of the kind that lends itself to my rhetoric, inasmuch as the best thing to do with it is to make it! Crepe de chine is naturally one material that suggests a delightful accompaniment for a black pleated skirt of the same material, and it would be an effective combination for all sorts of occasions; but in lightweight chiffon velvet it would look tremendously well—so I leave you to it, with the usual benedictions. I certainly like the collar arrangement: it's a change.

Is That So?

"Had it not been for the fact that when she was democratically travelling on a bus during a fog, she sustained minor injuries, and has been ordered to 'lay up,' doubtless Miss Margaret Bondfield, M.P., would have been more to the fore in the present Labour Party dissensions—vide the newspapers. I speak of Miss Bondfield non-politically, because she is one of those women who would be a force to be reckoned with,



because, to quote one of Dickens' beloved characters, "lady earnestly desires there shall be no row!" I should also like to identify myself with Miss Bondfield's advice to schoolgirls that they should, some of them, qualify themselves for professions other than that of the shorthand-typist. It has always puzzled me why, when a girl is manifestly unfitted for most useful occupations, it should be assumed that she is the ideal person to handle effectively a busy man's correspondence. But this is absolutely and entirely by the way; and I feel I am on dangerous and controversial ground.

The Street Of Adventure.

There is a new book published by Heinemann, called "Great Short Stories of the World." It contains 178 complete stories from 82 countries, and is in the nature of a bargain for anyone who likes short stories. Apart from that, it is an ideal possession to hand on to casual visitors, so that they have no excuse for borrowing some cherished volume in order "just to finish the story!" I have always ventured to consider myself "some judge of short stories" since I read Mr. Somerset Maugham's "Rain" in a magazine (long before it was converted into a very successful play) and carried it about, dog-eared and bo-thumbed, insisting that all my friends should read it, because it was the finest short story I had ever read.

Another book that I must recommend to your attention this week is "Harmer John" by Hugh Walpole. I always think the case of Walpole is the case of all famous authors—one either likes him or one doesn't; and in the latter case, words are wasted, while in the former, it is merely "preaching to the converted." I have heard "Harmer John" described as "the best of the Cathedral series"—and that is saying something. Speaking personally, I thought the book was beautiful.

LONG EARRINGS.

WHO CAN WEAR THEM?

Long earrings, as most of us know, are not usually worn in the daytime at present, but some that are very effective appear at night. Also some that are grotesque, either because their wearer has chosen bad lines, cheap imitations or the wrong coiffure. Others are neither effective nor grotesque, but rather unfortunate since, though the earrings are good and so is the face, the two do not belong together.

For it isn't everybody who can wear long earrings successfully. The moon face can't wear them. The square face shouldn't attempt them. The too efficient, rather masculine face seems to caricature itself with them. The short neck is emphasized by them. Some types of long faces, especially the long, thin, aristocratic face, can wear them magnificently, but it is to the delicate, rather pointed face that they especially belong.

Even here, however, the wearer of long earrings should have good ears—small ears, well shaped and set close to the head. She should judge the length of her earrings in relation to her neck and jaw. And she should remember the earrings of this type always make their wearer look older. If chic is what she wants, well and good. If youth is her goal—no. A final word about long earrings is this—if you contemplate wearing them, but you aren't quite sure whether the effect is good, please be warned and leave them off. You will look quite all right without them. You may look terrible with them.

METAL STOCKINGS.

VERY SMART.

Gold and silver fine metal stockings will be worn in the evenings. They look extremely effective with tissue gowns of gold or silver. Gauze stockings are very new and smart, but, alas! horribly expensive, and should only be worn for some extra-special occasion.

For country wear the newest thing is to have coats, hats, and scarves made of kid, which is shaved, cut, perforated, embroidered, and placed over bright-coloured materials that show through. As the small kid is always black or white, the result is decidedly attractive.

NOVEL BRACELET.



Recently seen in Franco was this exquisite bracelet, which is four inches wide and made entirely of brilliants.

THIS WEEK'S RECIPE.

BAKED POTATOES AND CHEESE.

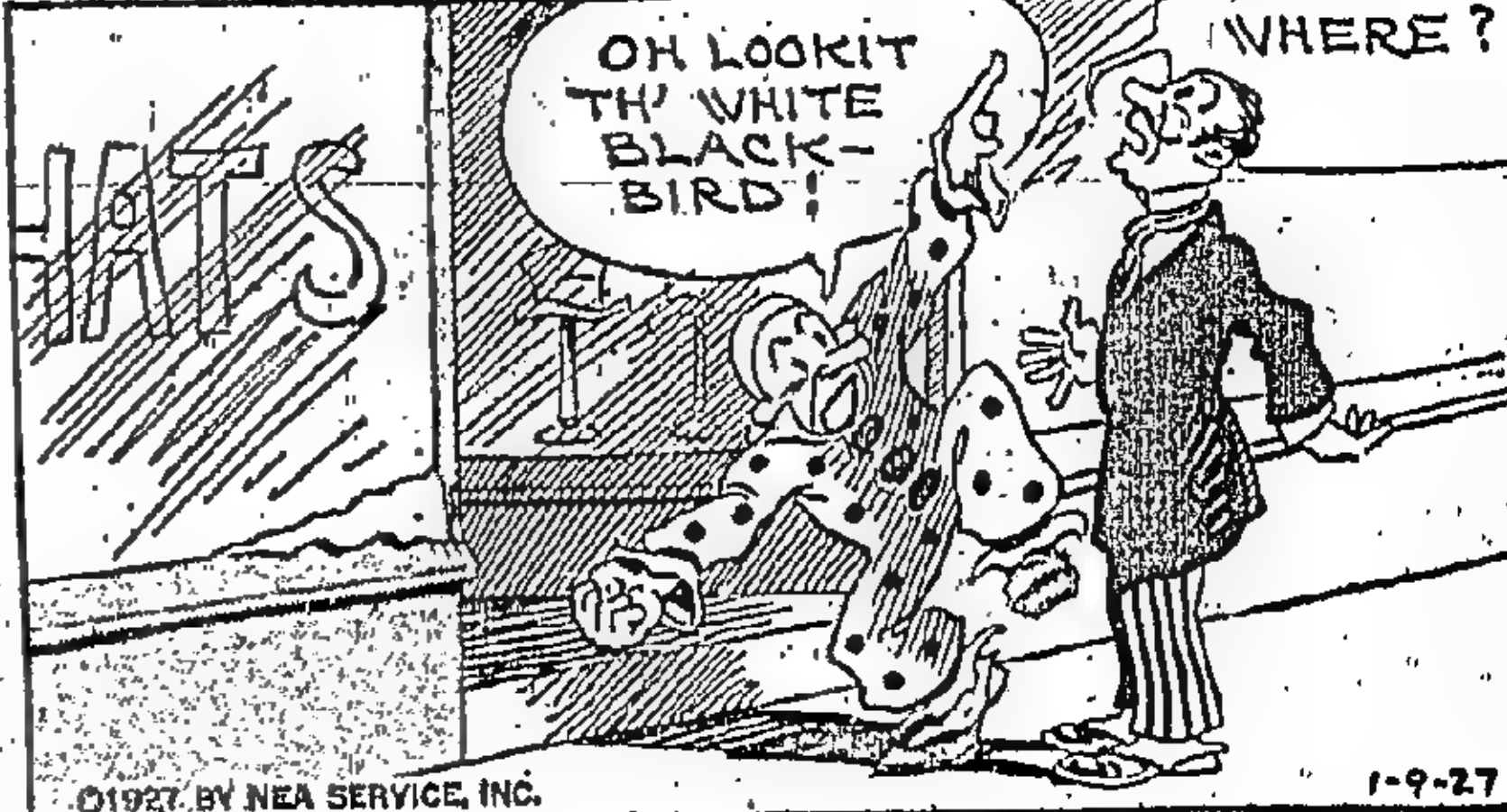
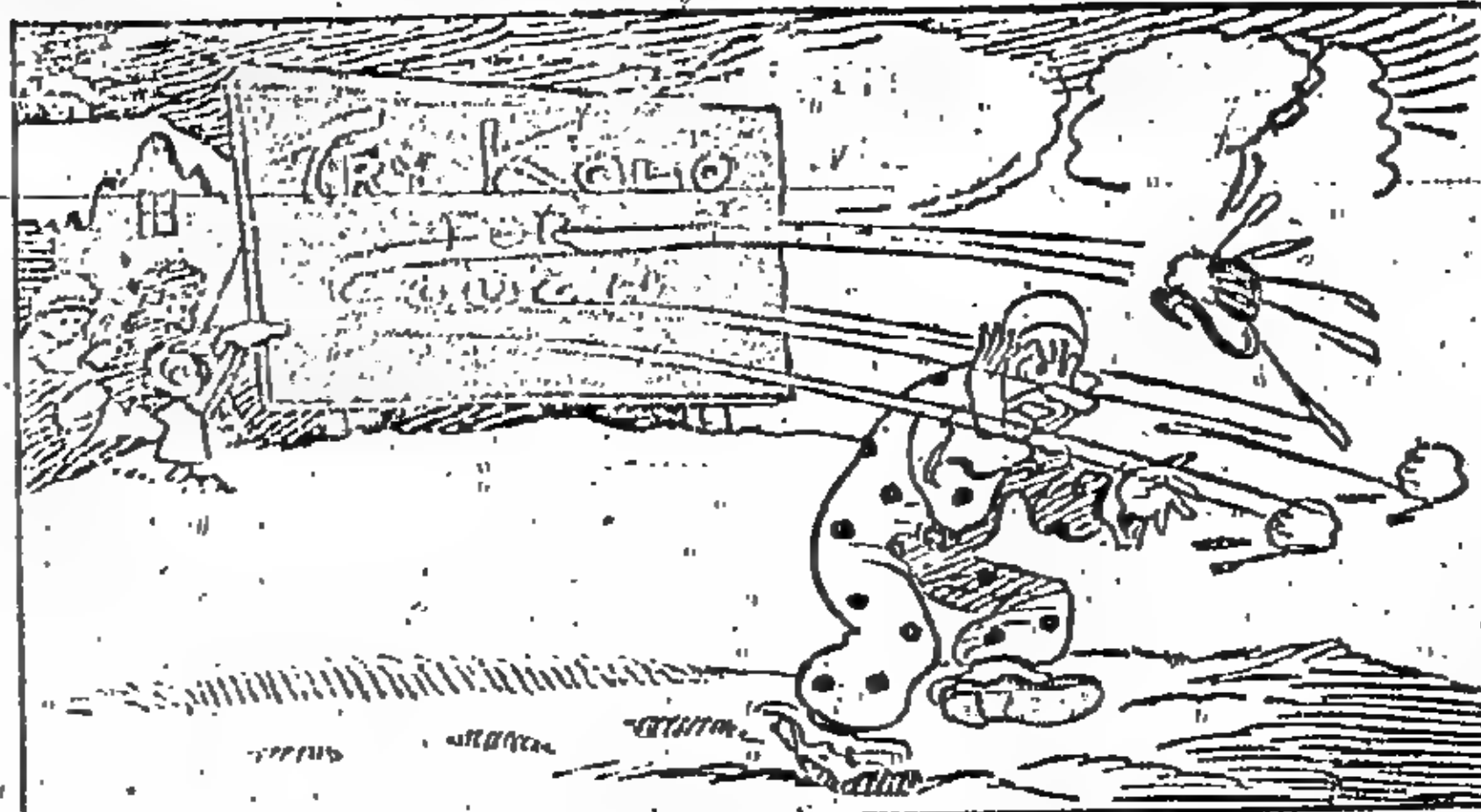
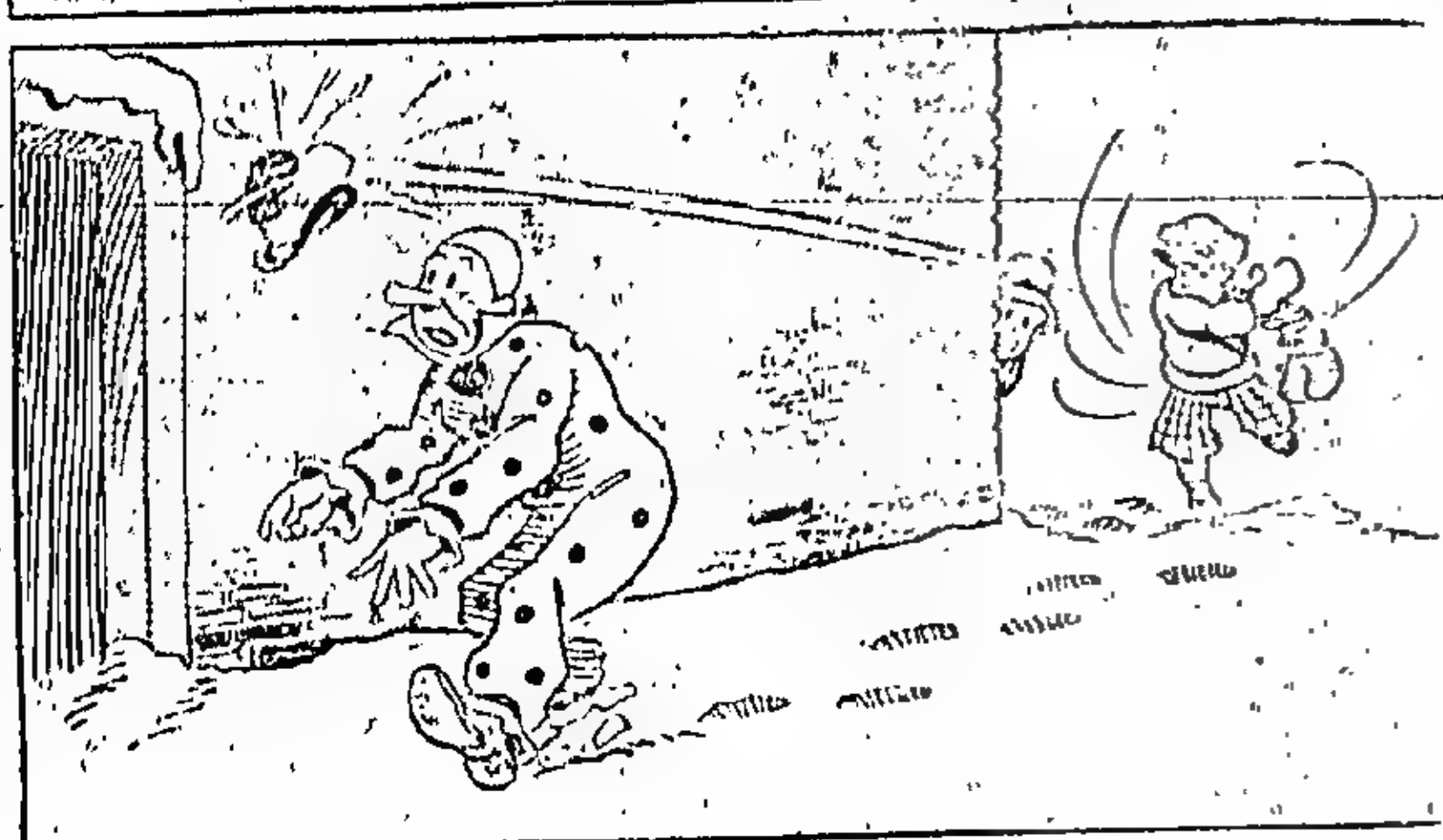
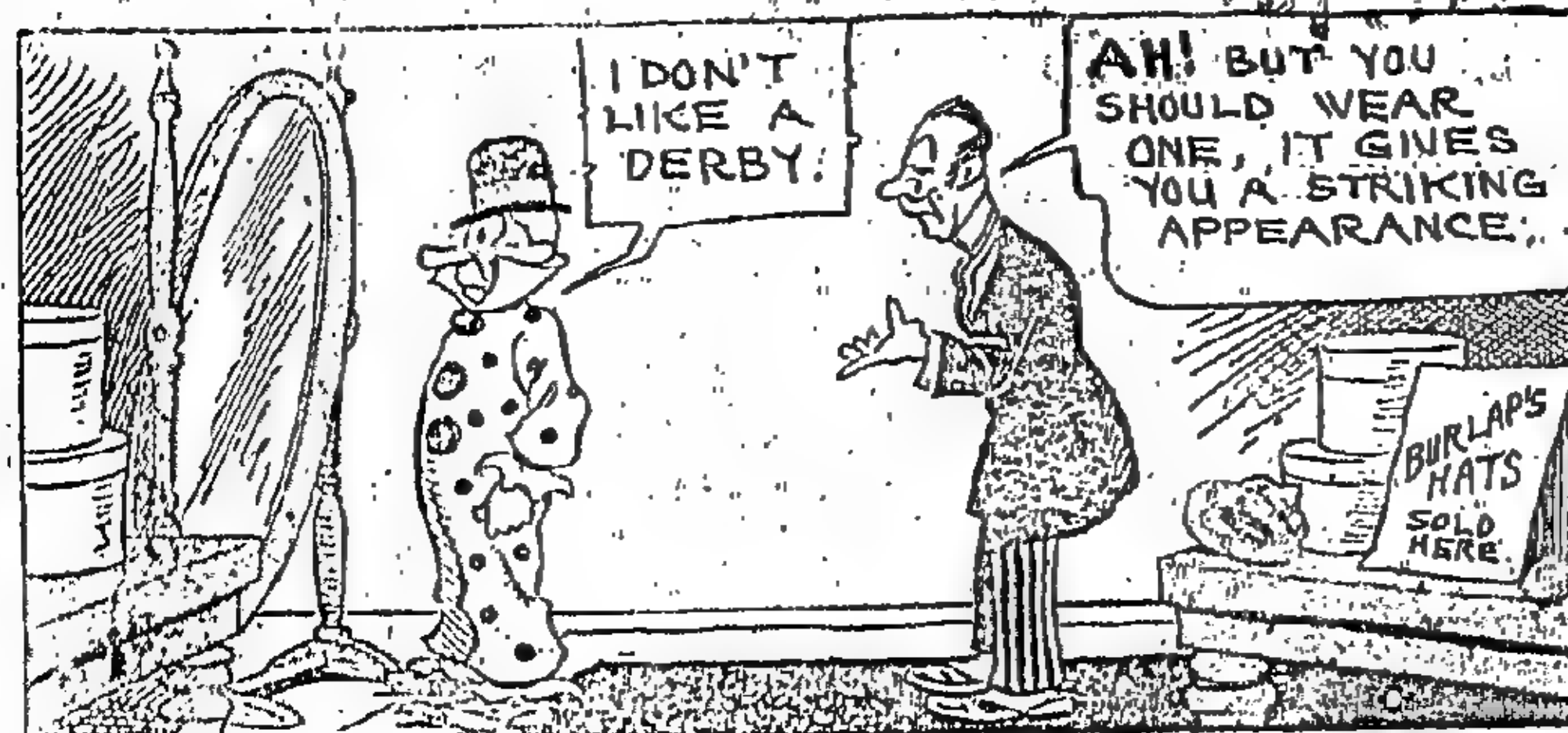
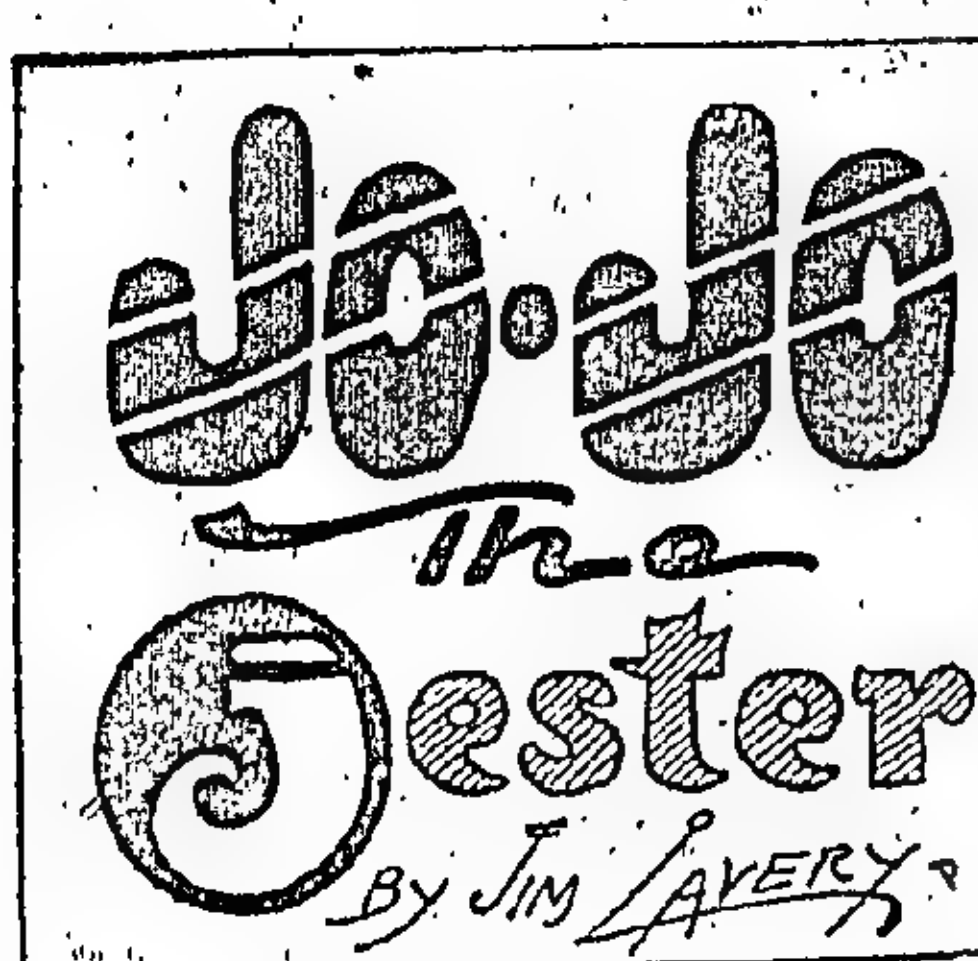
6 large baked potatoes, 1/4 lb. Kraft Pimento or American cheese—rub through grater, 1/8 cup hot milk, 2 teaspoons salt, 1/4 teaspoon paprika. Cut potatoes in half lengthwise and scoop out the centres. Mash thoroughly. Add cheese to hot milk, and beat with egg beater until smooth. Mix with the potatoes, add seasoning, then whip until light and creamy. Refill the potato shell, and bake in hot oven for 10 minutes.



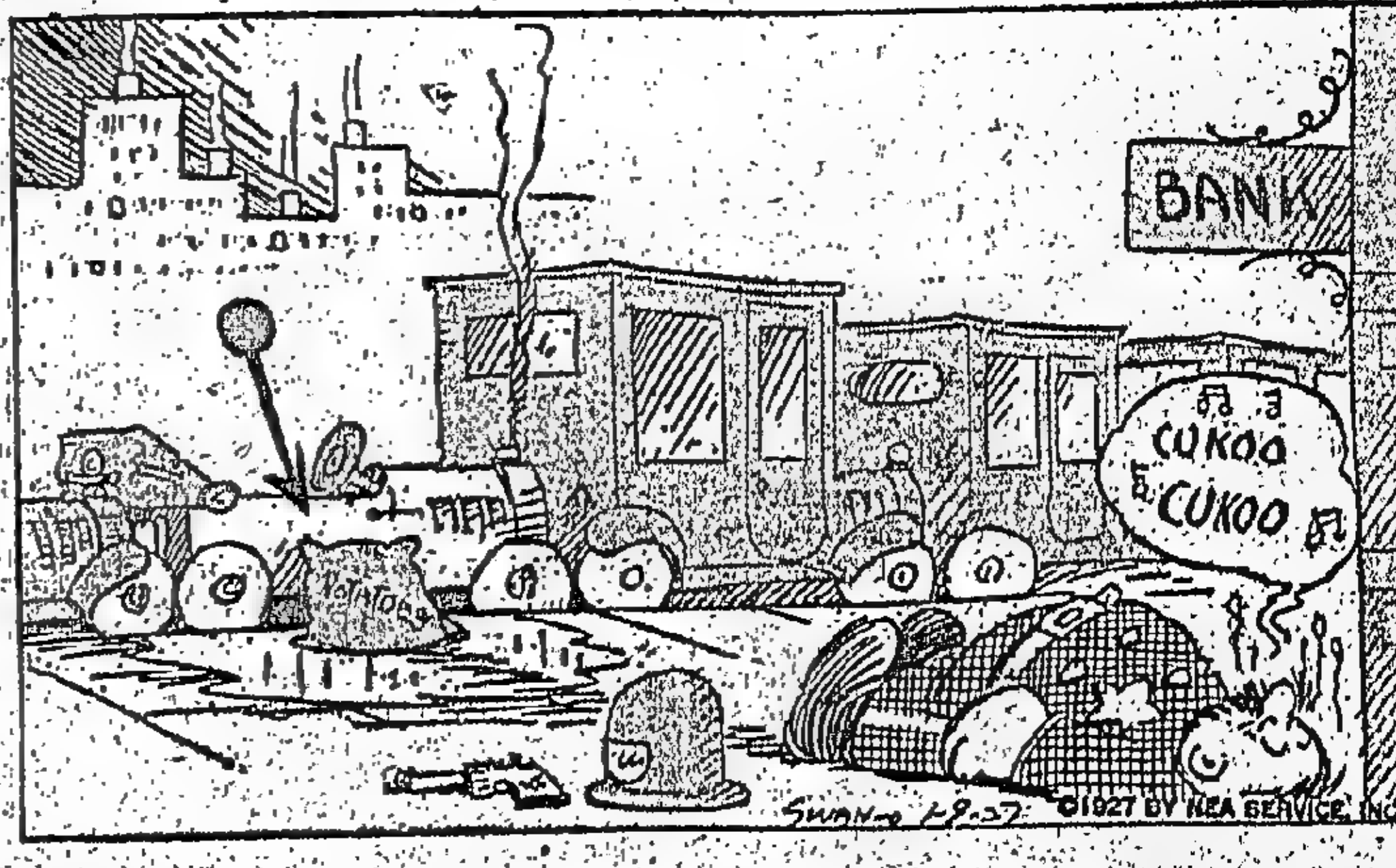
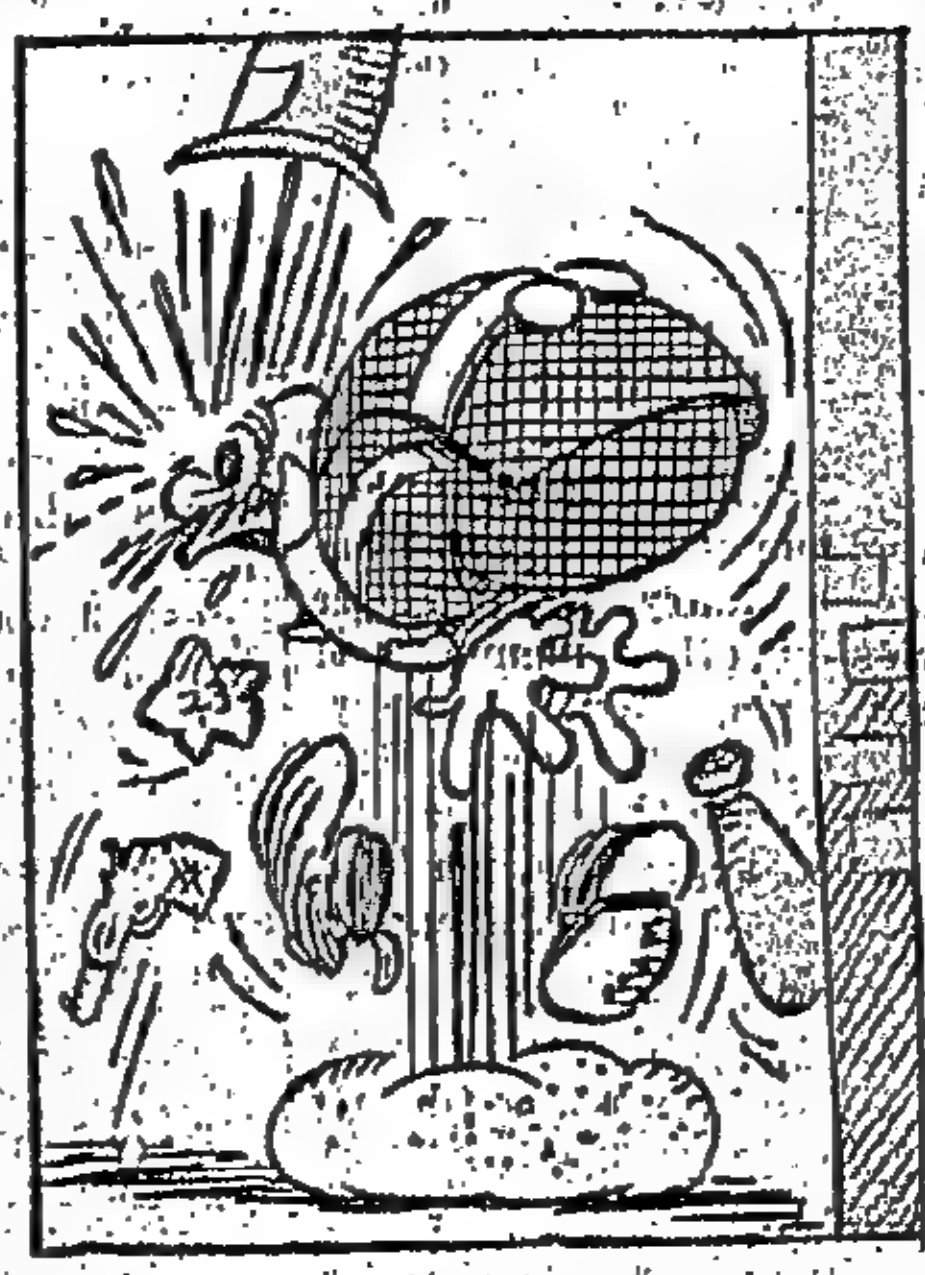
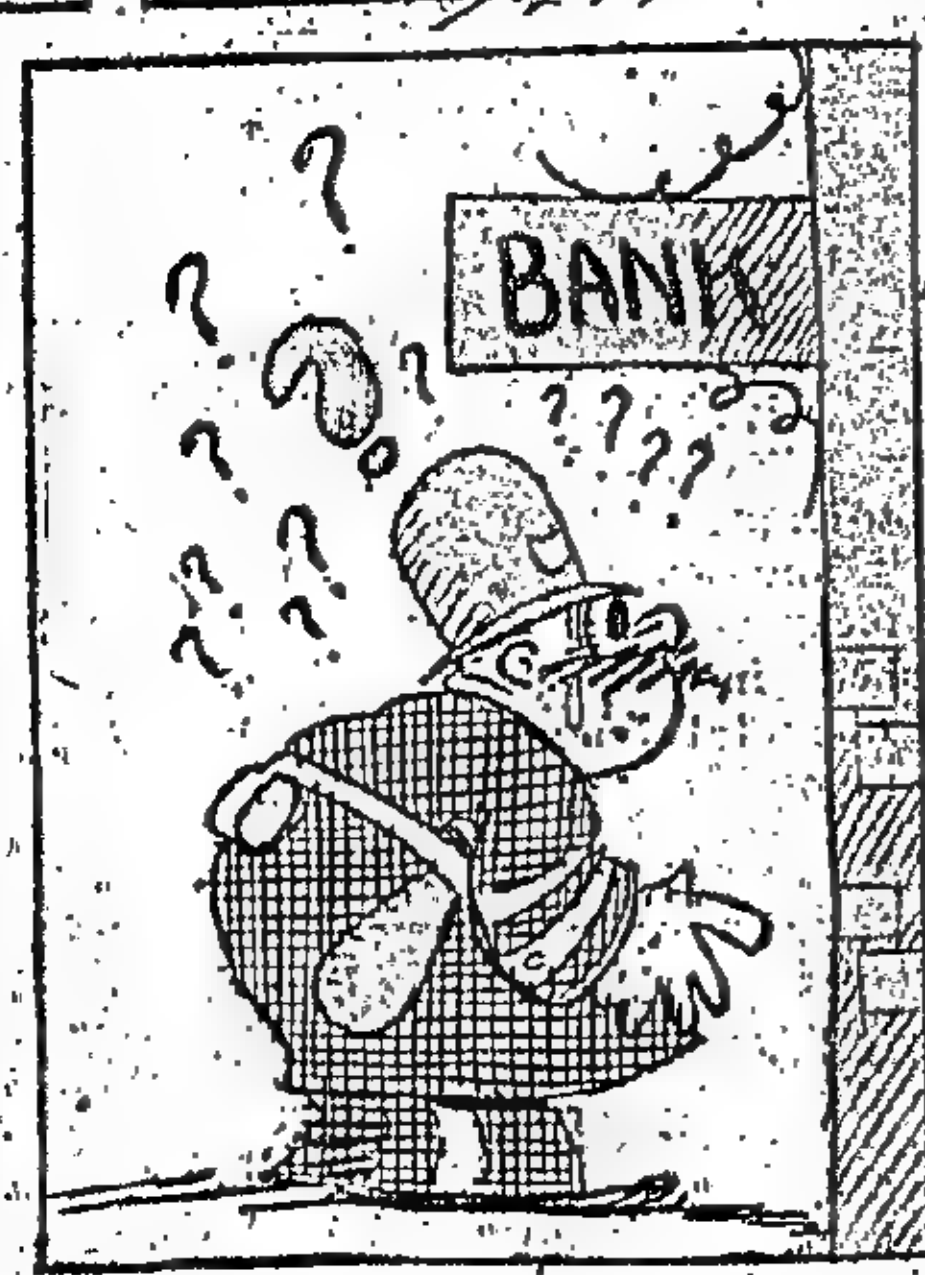
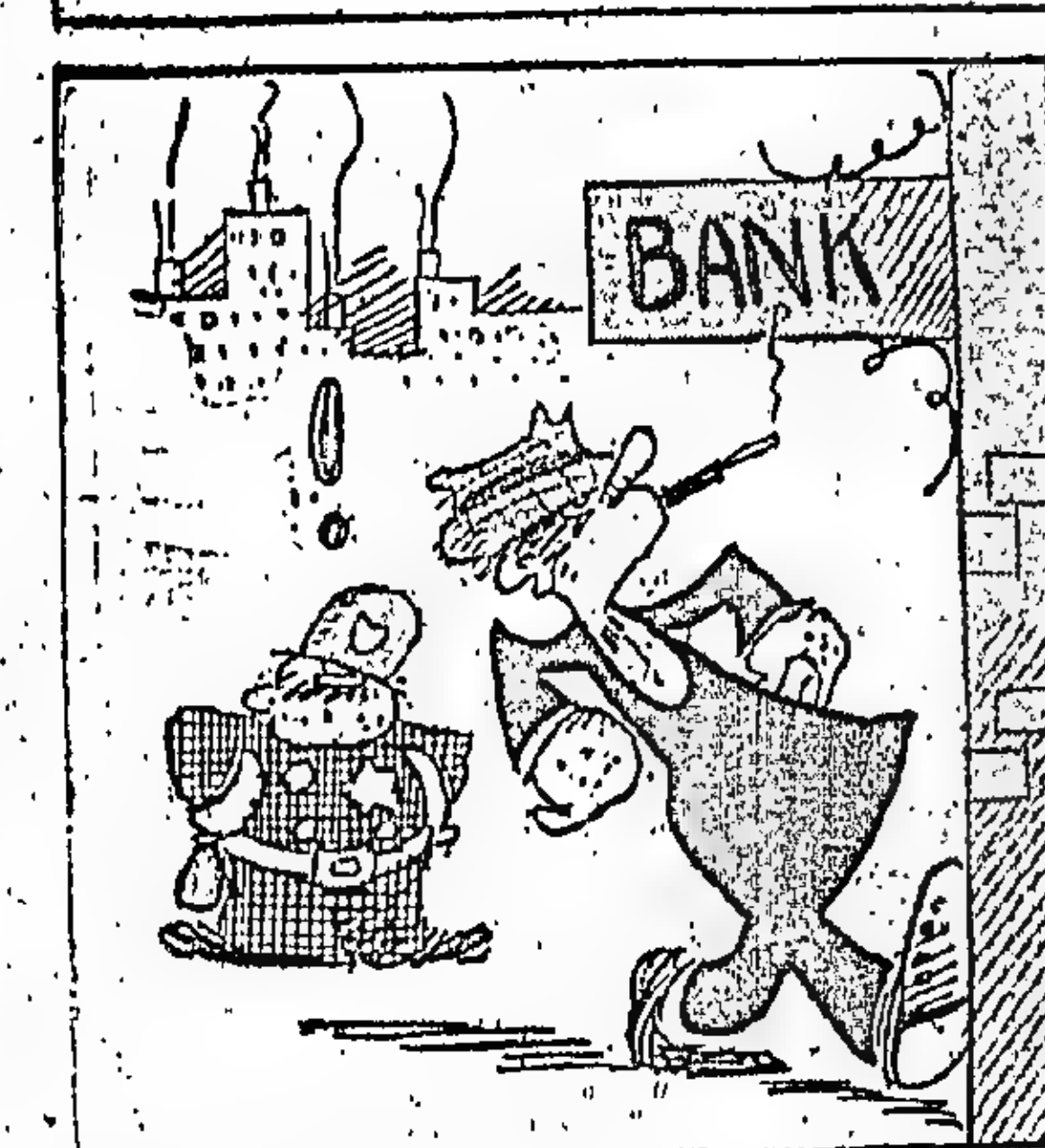
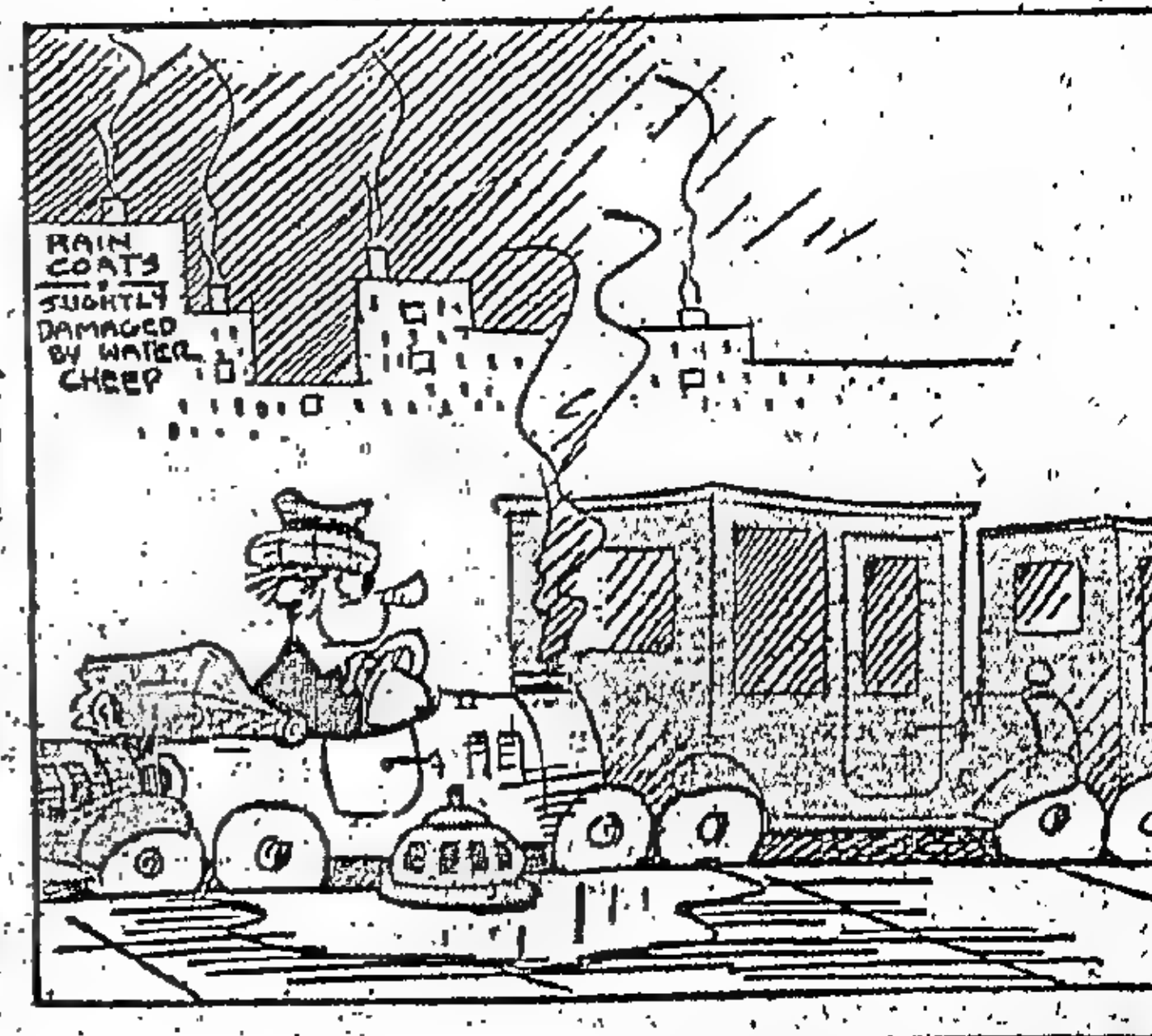
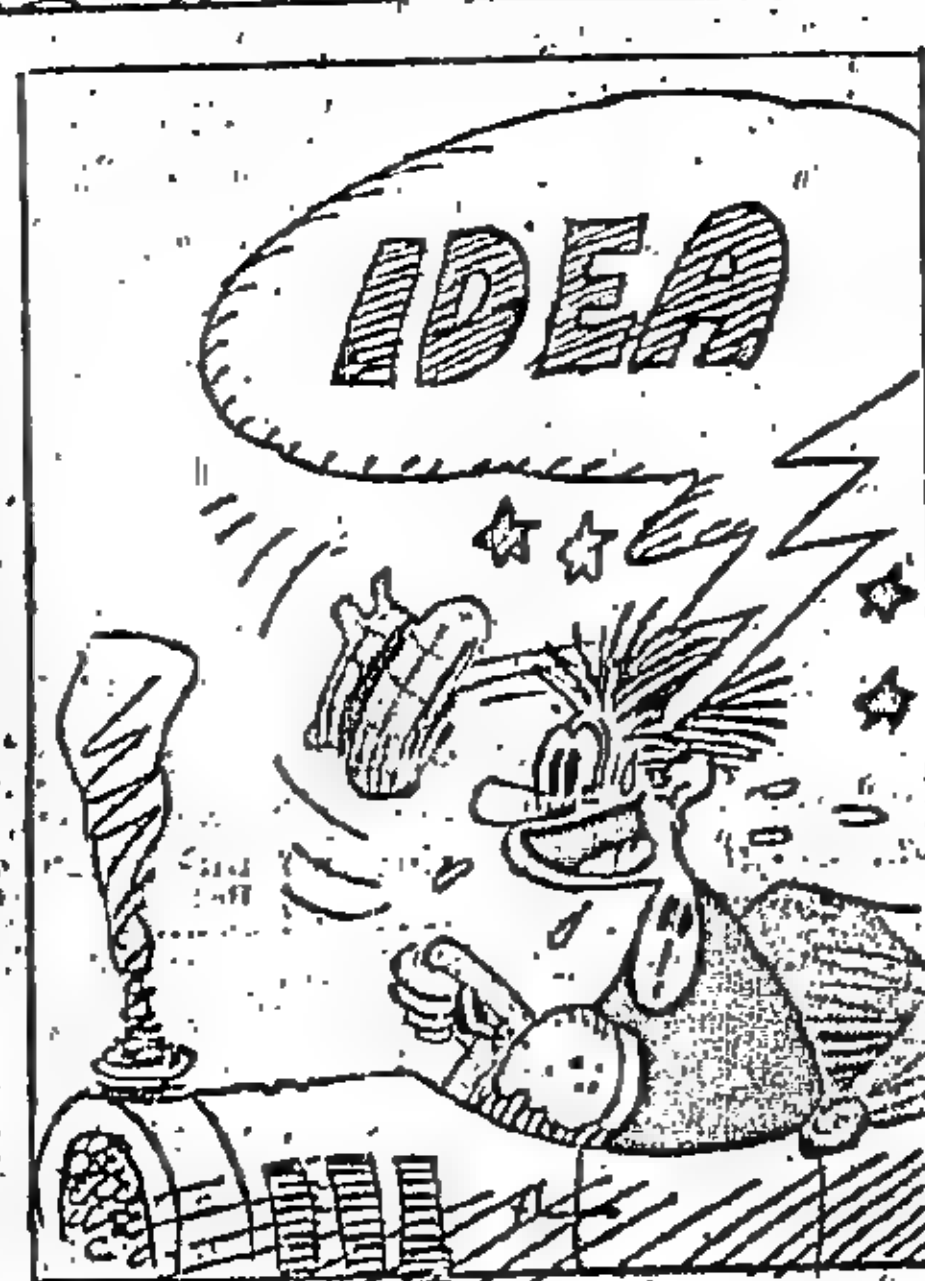
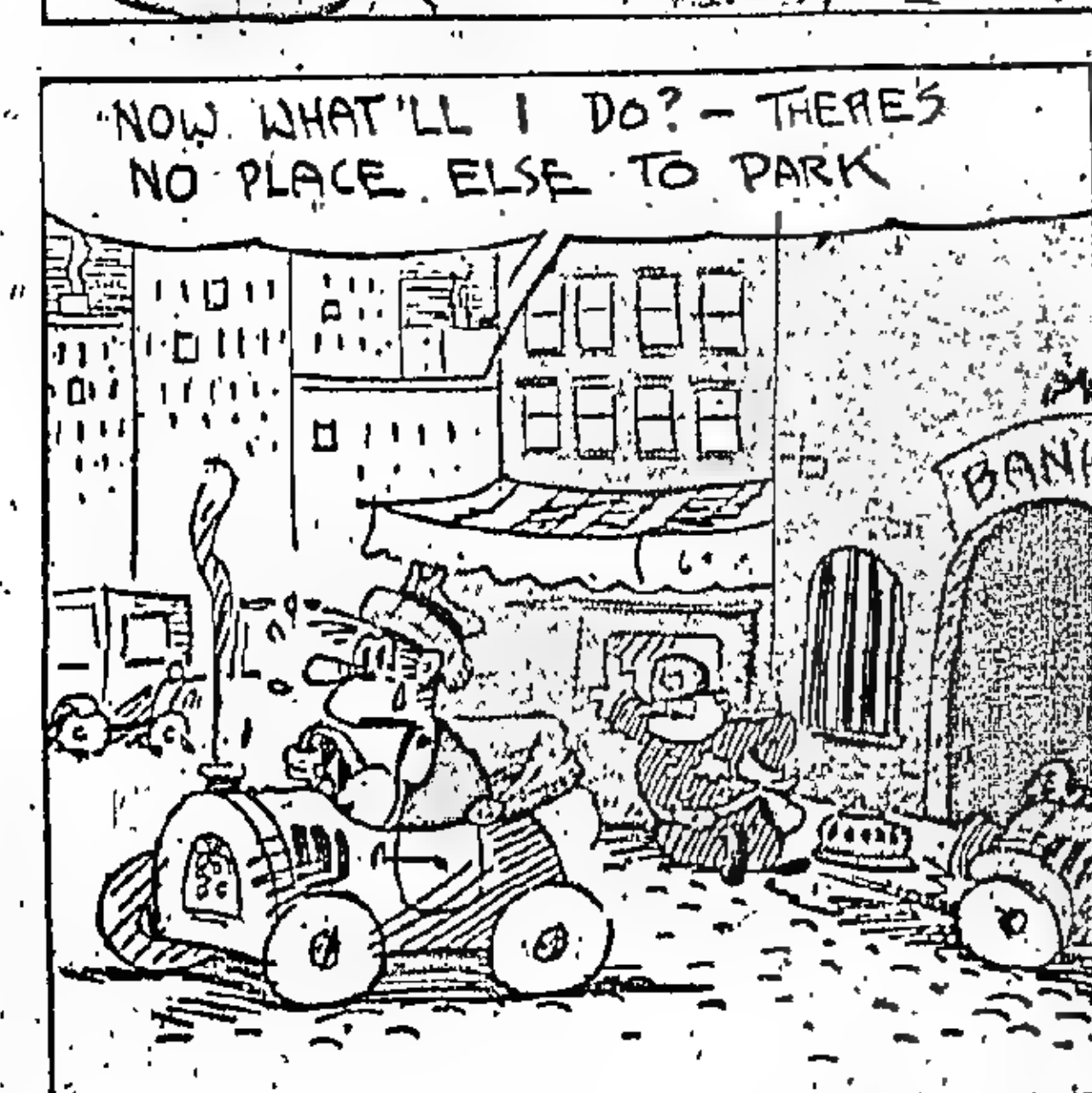
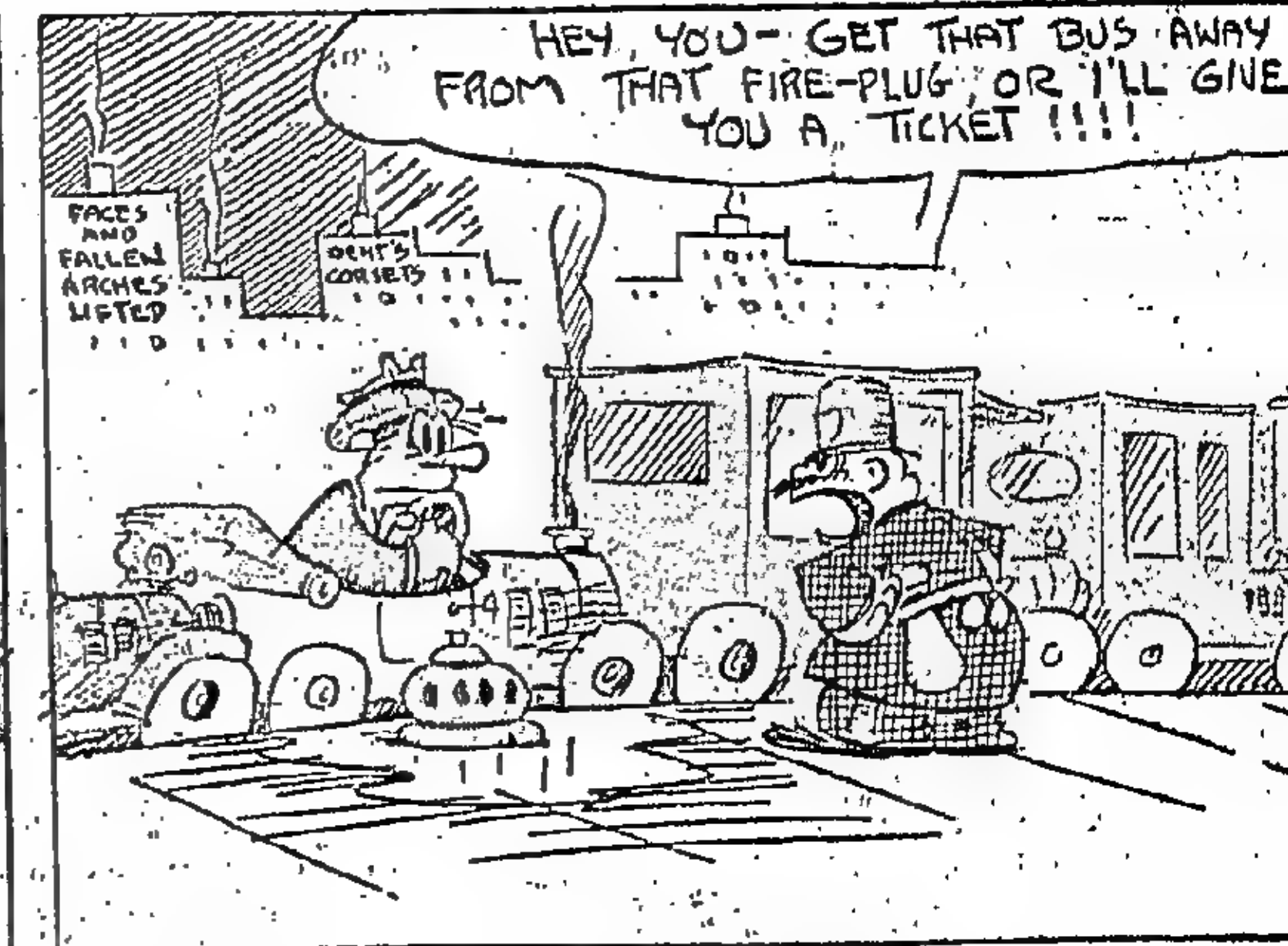
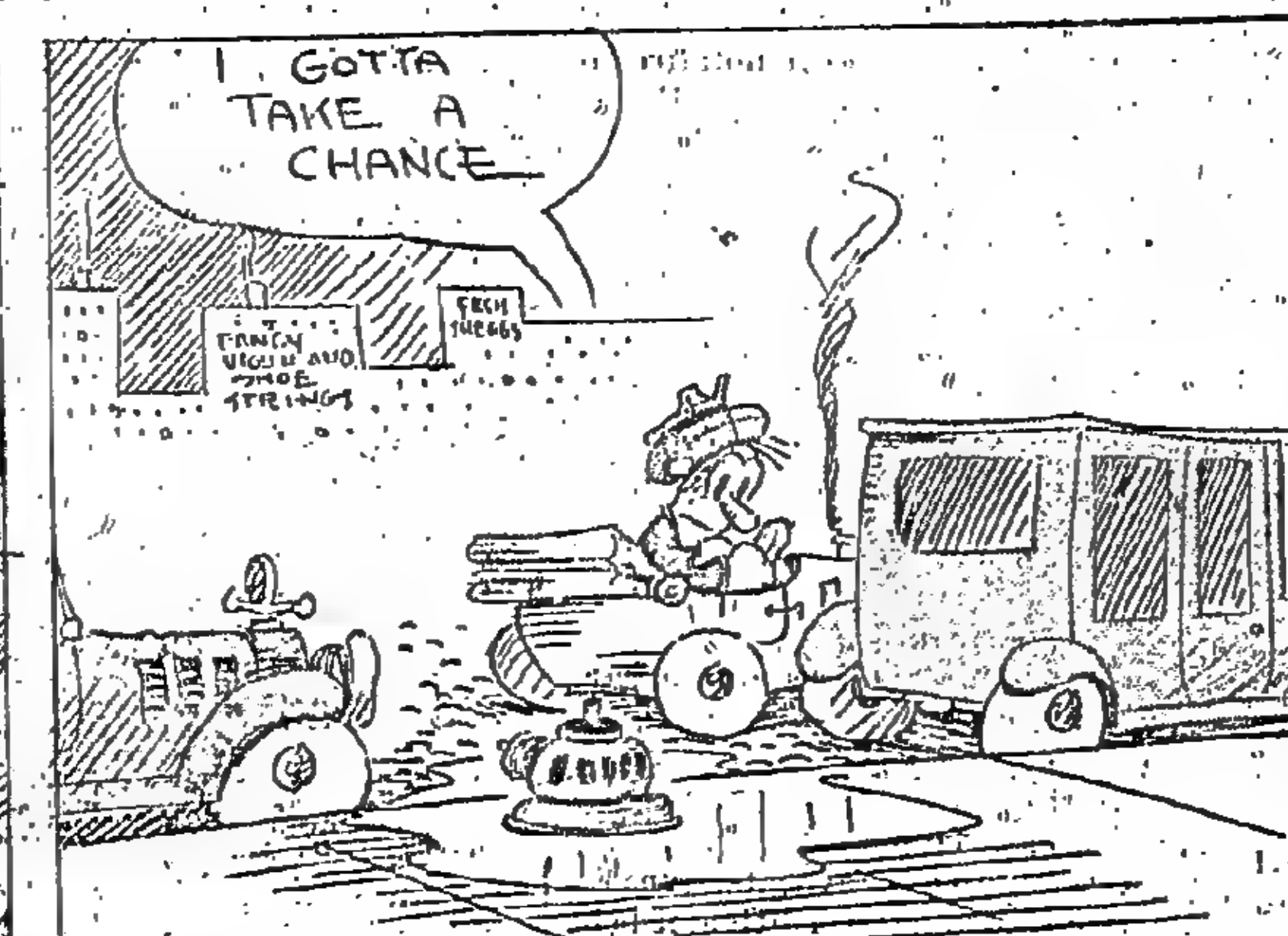
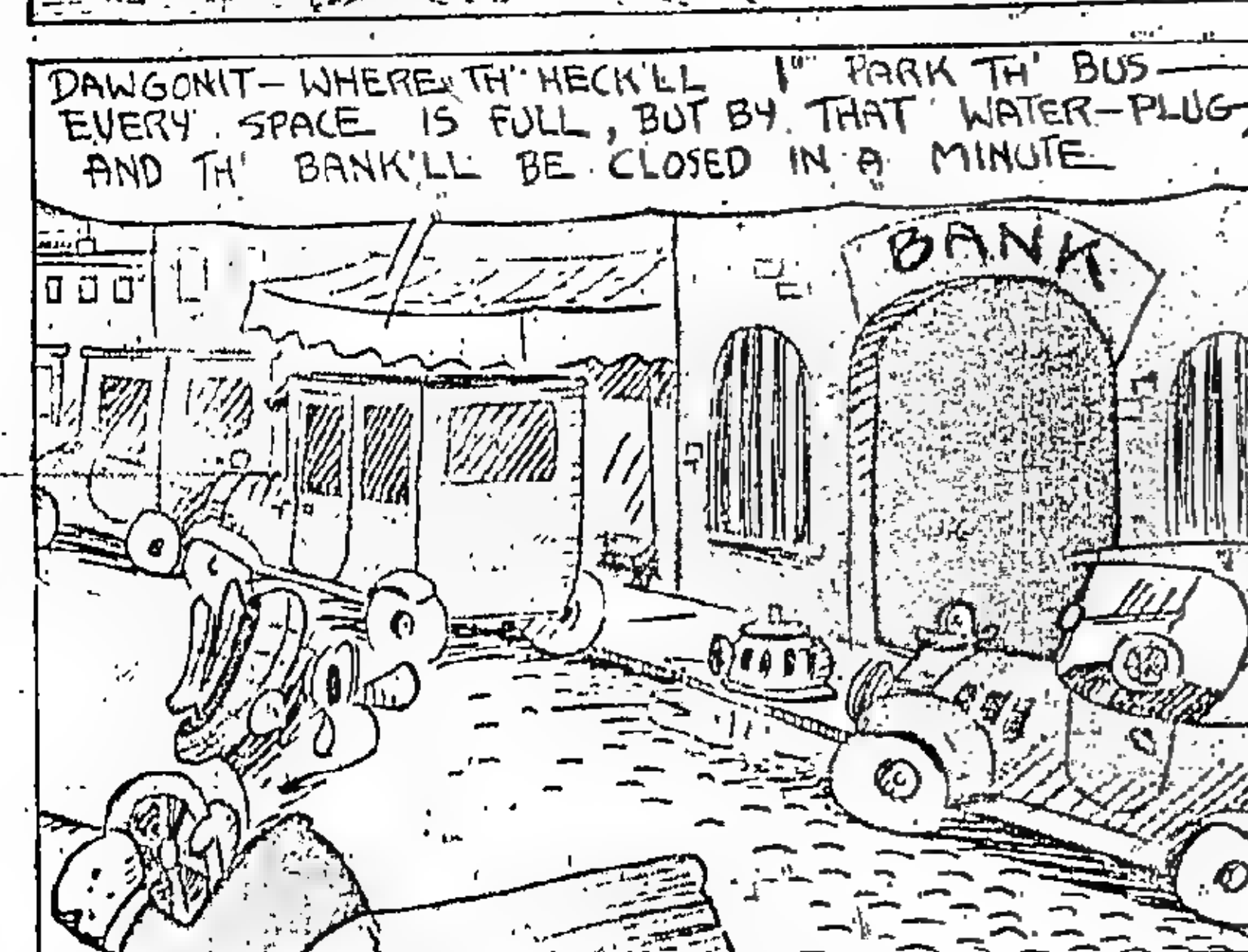
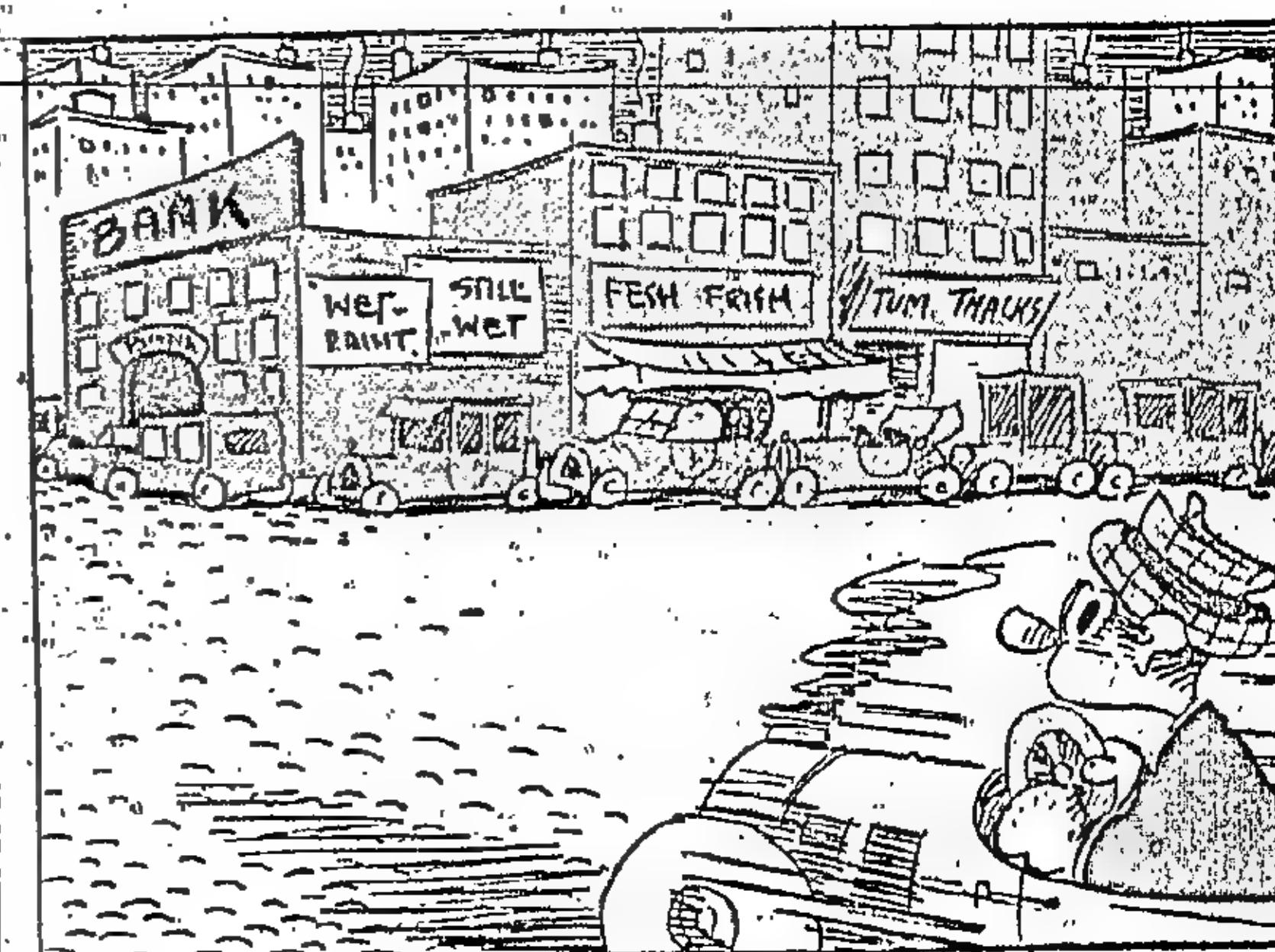
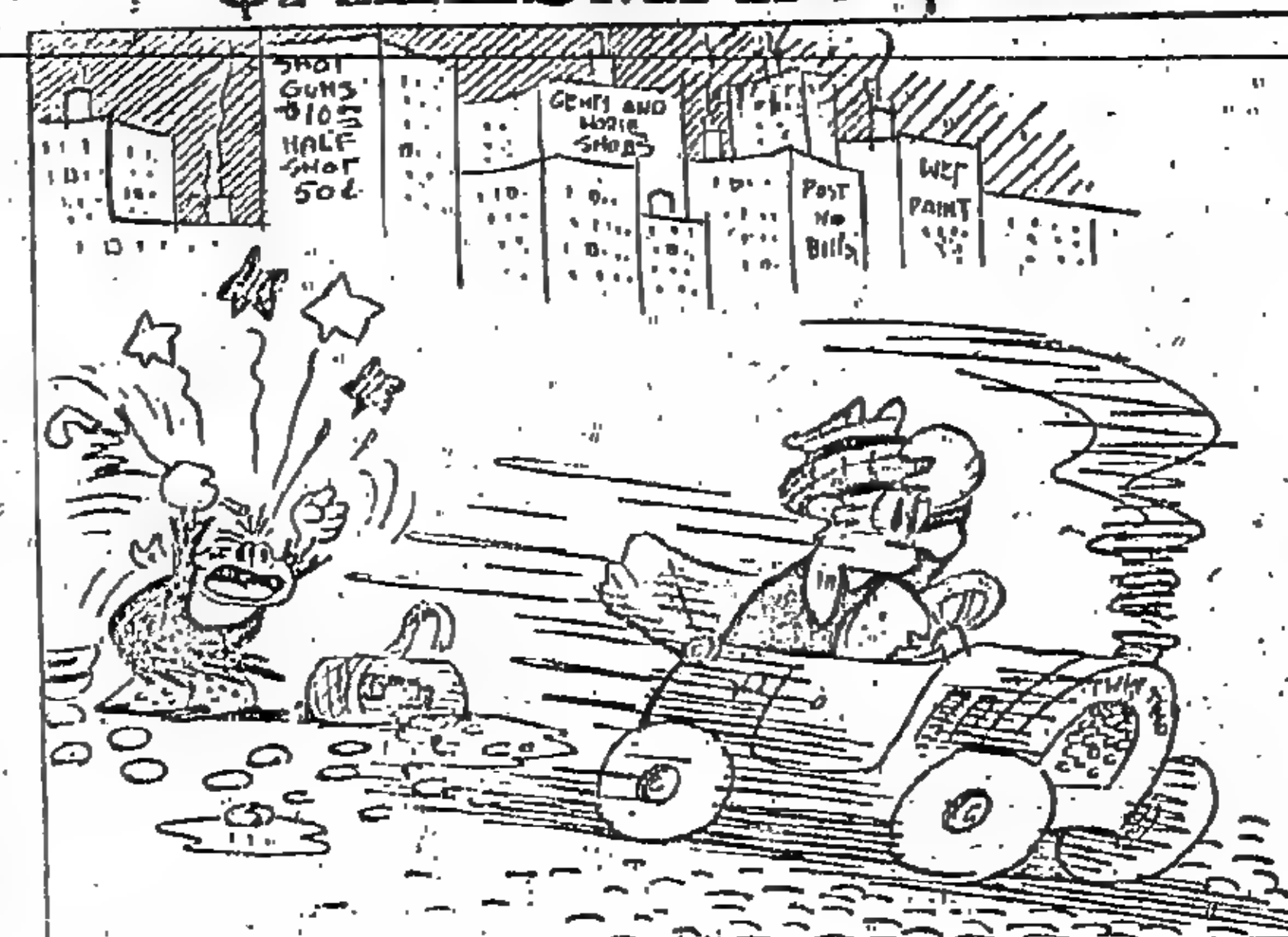
Kathryn Ray, who is described as "America's Most Beautiful Girl."

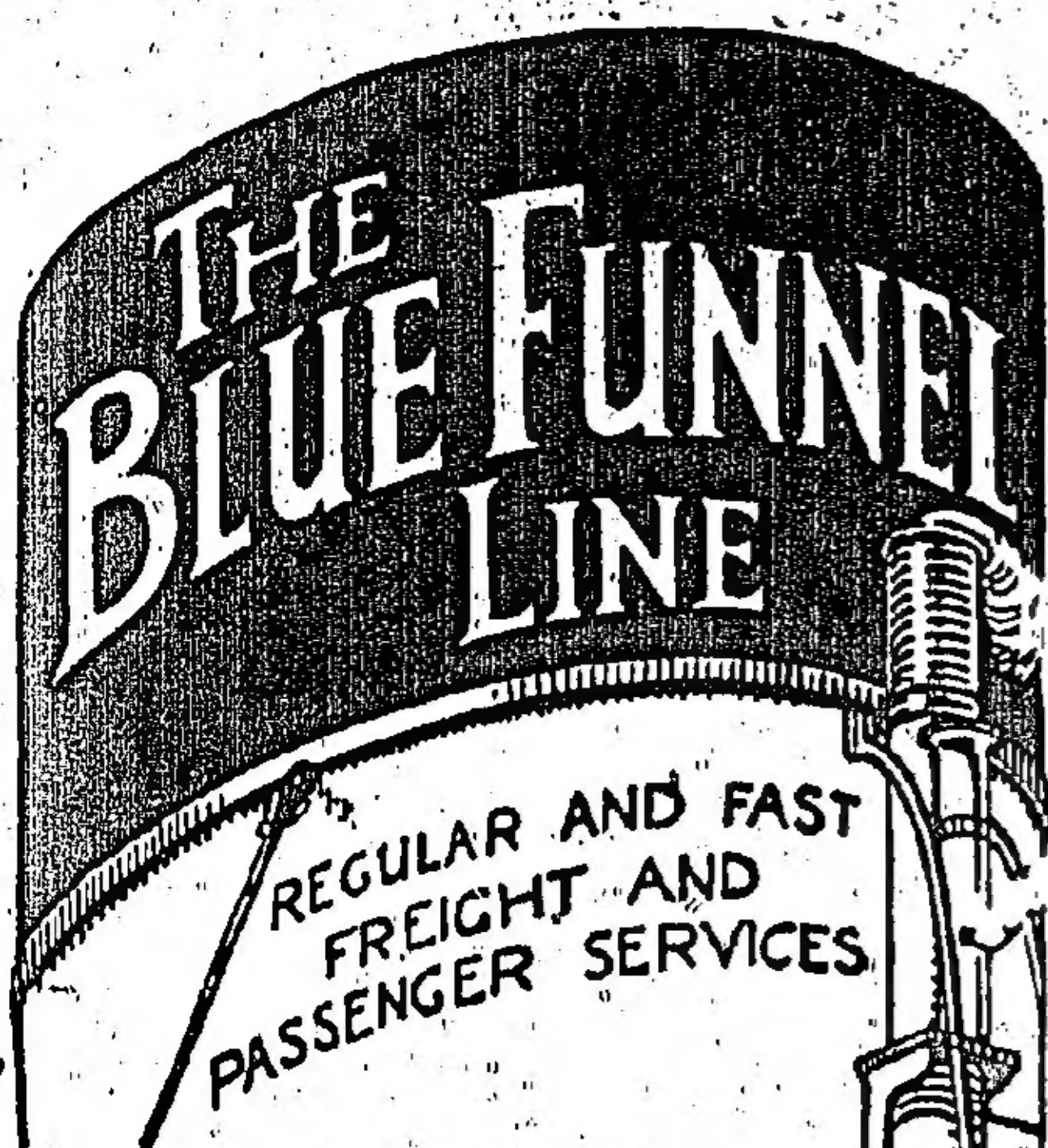


The attractive little hat described at length by Joan.



SALESMAN SAM





LONDON SERVICE

"ACAPENOR" 25th Jan. Marseilles, London, R'dam & H'burg
 "SARFEDON" 9th Feb. Marseilles, London, R'dam & Glasgow
 "DEMODOCUS" 22nd Feb. Marseilles, London, R'dam & H'burg
 "PATROCLUS" 6th Mar. Marseilles, London, R'dam & Glasgow

LIVERPOOL SERVICE

"DOLUS" 22nd Jan. Genoa, Havre, Liverpool & Glasgow
 "DEUCALION" 20th Feb. Genoa, Havre, Liverpool & Glasgow
 "MEDON" 20th Mar. Genoa, Havre & Liverpool
 "PHILOCTETES" 23rd Mar. Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA
 "TYNDAREUS" 25th Jan. Victoria, Vancouver & Seattle
 "PROTESILAUS" 26th Feb. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"CYCLOPS" 25th Jan. New York, Boston & Baltimore
 "PELEUS" 25th Feb. New York, Boston & Baltimore

PASSENGER SERVICE

"SARFEDON" 9th Feb. Singapore, Marseilles & London
 "PATROCLUS" 9th Mar. Singapore, Marseilles & London
 "ANTENOR" 6th April. Singapore, Marseilles & London
 "HECTOR" 4th May. Singapore, Marseilles & London

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 AND
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Announcement

"AMERICAN MAIL LINE" has been adopted as the trade name of the Admiral Oriental Line, and will be used in connection with the Joint Service to be inaugurated, effective February 1st, by the Dollar Steamship Line and American Mail Line "PRESIDENT LINERS."

The new name is most appropriate as the "PRESIDENT LINERS" have maintained a fast and dependable schedule between Seattle and the Orient, carrying the great bulk of American Mail.

We respectfully request our patrons when addressing us in reference to Passenger and Freight bookings on Admiral Oriental Line steamers to refer to same as AMERICAN LINE "PRESIDENT LINERS."

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Effective March 1st, the S.S. President Jefferson will sail from Hongkong to San Francisco, and on March 9th the S.S. President Lincoln will sail for Seattle. Thenceafter, a "PRESIDENT LINER" will sail every week on alternate Tuesdays to San Francisco and alternate Wednesdays to Seattle.

Interchangeable Tickets, good on all "PRESIDENT LINERS," with liberal stop-over privileges, insure the most convenient method and the best service for travel between Oriental Ports.

**TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
 KOBE AND YOKOHAMA.**

"THE SUNSHINE BELT"

PRESIDENT PIERCE ... Sunday, Jan. 30th 10.00 a.m.
 PRESIDENT TAFT ... Sunday, Feb. 13th 10.00 a.m.
 PRESIDENT JEFFERSON ... Tuesday, Mar. 1st 10.00 a.m.
 PRESIDENT GRANT ... Tuesday, Mar. 15th 10.00 a.m.
 PRESIDENT MADISON ... Tuesday, Mar. 29th 10.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

**TO SEATTLE AND VICTORIA VIA SHANGHAI,
 KOBE AND YOKOHAMA.**

"THE FAST SHORT ROUTE"

PRESIDENT MADISON ... Sunday, Jan. 23rd 5.00 p.m.
 PRESIDENT JACKSON ... Friday, Feb. 4th 5.00 p.m.
 PRESIDENT MCKINLEY ... Wednesday, Feb. 16th 5.00 p.m.
 PRESIDENT LINCOLN ... Wednesday, Mar. 9th 5.00 p.m.
 PRESIDENT CLEVELAND ... Wednesday, Mar. 23rd 5.00 p.m.

Thereafter Fortnightly Sailings on Wednesdays.

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 GENOA-MARSEILLES.**

Thence to BOSTON and NEW YORK.

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 PRESIDENT MONROE ... Tuesday, Feb. 15th 8.00 a.m.
 PRESIDENT WILSON ... Tuesday, Mar. 1st 6.00 a.m.
 PRESIDENT VAN BUREN ... Tuesday, Mar. 15th 8.00 a.m.
 PRESIDENT HAYES ... Tuesday, Mar. 29th 6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT JACKSON ... Thursday, Jan. 27th 5.00 p.m.
 PRESIDENT HARRISON ... Tuesday, Feb. 1st 6.00 a.m.
 PRESIDENT TAFT ... Friday, Feb. 4th 5.00 p.m.
 PRESIDENT MCKINLEY ... Tuesday, Feb. 8th 5.00 p.m.
 PRESIDENT MONROE ... Tuesday, Feb. 15th 8.00 a.m.

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 S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & H'burg ... 20th March.
 FARES: First Class to MARSEILLES £66; to LONDON £72.
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—DRY DOCK—

LENGTH 787 FEET.

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—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS:—"TAIKOODOCK" HONGKONG. BUTTERFIELD & SWIRE, Agents

TELEPHONE NO. 212.

HONGKONG, CHINA & JAPAN.

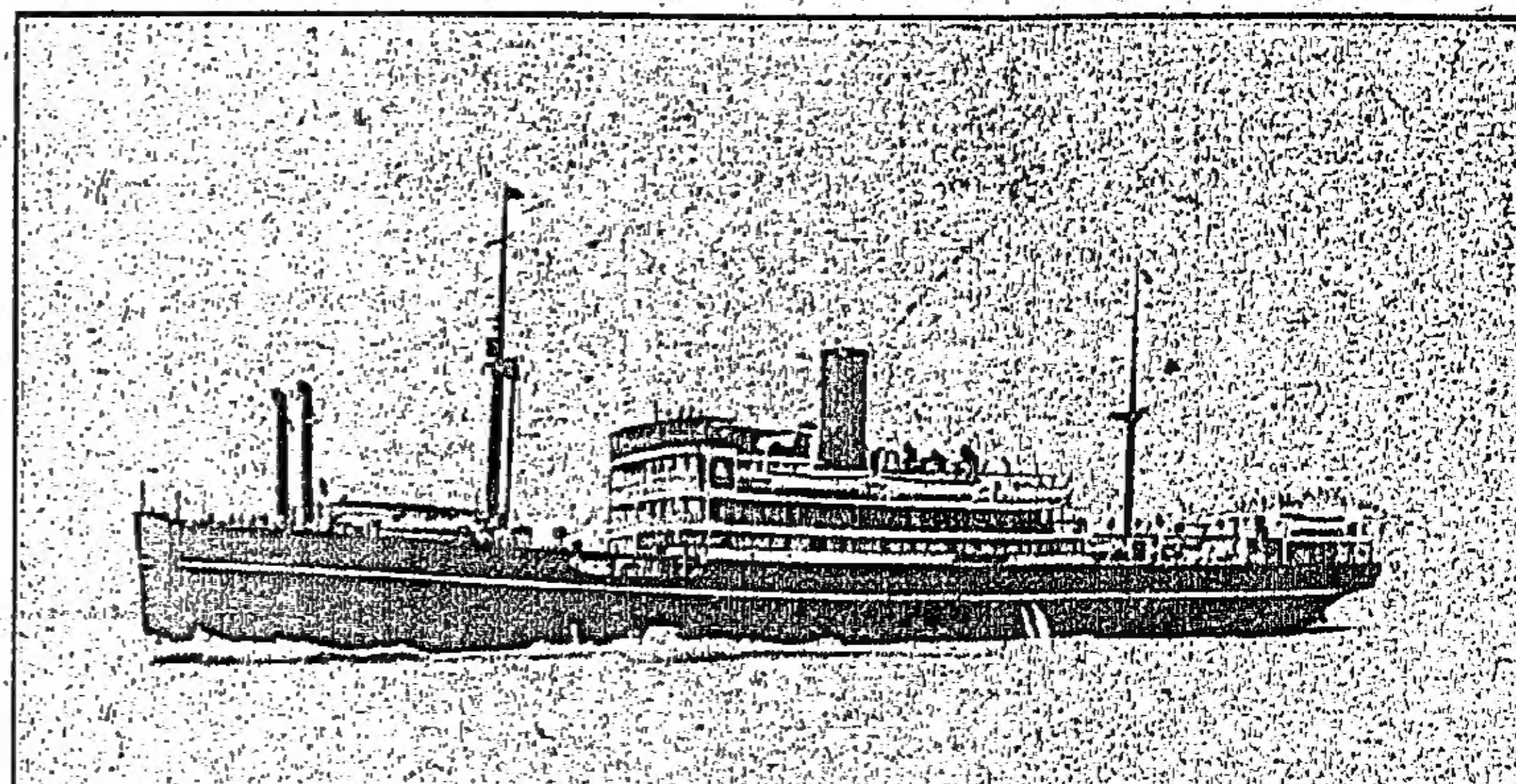
CALL FLAG: "C" OVER "ANS. PENHANT."

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
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Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd., Australian-Hongkong Service.

Please address enquiries to the Chief Manager:-

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

CANADIAN PACIFIC

**QUICKEST TIME ACROSS THE PACIFIC
 TO VICTORIA & VANCOUVER.**

SAILINGS 1927.

STEAMERS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF CANADA	Jan. 26	Jan. 29	Feb. 4	Feb. 13	Feb. 13
EMPERESS OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 23	Mar. 6
EMPERESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPERESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPERESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPERESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPERESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPERESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPERESS OF ASIA	July 11	July 14	July 17	July 22	July 31

(E/Asia and E/Russia call Nagasaki day after departure from Shanghai.)

CONNECTING SAILINGS TO LIVERPOOL.

MONTMARN	February 19	MONTCLARE	April 23
MONTCAIM	March 12	MINNEDORA	May 13
MONTROSE	April 2	MONTALM	June 3

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Orléans and Antwerp.

A DELIGHTFUL 65 DAY CRUISE DE LUXE
 by the

S.S. "EMPERESS OF SCOTLAND"

Leaving HONGKONG, February 13th, 1927.

Calling at Shanghai, Chinwangtao (for Peking), Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa, (Panama), Panama Canal, Cristobal, (Colon), Havana.

Arriving NEW YORK, April 12th, 1927.

Arriving SOUTHAMPTON, April 20th, 1927.

Passenger Department: Tel. C.754 Cables: "GACANPAO."
 Freight and Express: Tel. C.42 Cables: "NAUTILUS."

**INDO CHINA STEAM
 NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailings.

TSINGTAU Swatow & S'hai Yatshing	Sun. 23rd Jan at	7 a.m.
CANTON	Mon. 24th Jan at	7 a.m.
OSAKA Amoy Moji & Kobe Suisang	Tues. 25th Jan at	7 a.m.
BANGKOK	Tues. 25th Jan at	7 a.m.
STRAITS & Calcutta	Thurs. 27th Jan at	7 a.m.
TSINGTAU Swatow & S'hai Fooshing	Thurs. 27th Jan at	7 a.m.
TSINGTAU Swatow & S'hai Waishing	Sun. 30th Jan at	7 a.m.
SANDAKAN	Mon. 31st Jan at	7 a.m.
STRAITS & Calcutta	Mon. 31st Jan at	1 p.m.
TIENTSIN	Wed. 2nd Feb at	3 p.m.
OSAKA via Moji & Kobe	Sun. 9th Feb at	7 a.m.
STRAITS & Calcutta	Fri. 11th Feb at	7 a.m.
SANDAKAN	Fri. 11th Feb at	3 p.m.
	Thurs. 17th Feb at	2 p.m.

For freight or passage apply to:-

JARDINE, MATHESON & CO., LTD.

Telephone 245, Central General Managers

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)
Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red-Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
DEVANHA	8,155	1st Feb.	S'pore, P'ang C'bo & B'bay
MOREA	10,918	5 Feb. noon	Marseilles & London
ALIPORE	5,273	8th Feb.	S'pore P'ang C'bo & B'bay
KIDDERPORE	5,334	13th Feb.	S'pore, P'ang C'bo & B'bay
DELTA	8,097	18th Feb.	S'pore P'ang C'bo & B'bay
KALYAN	9,144	19th Feb.	Marseilles London A'werp & Hull
NELLORE	6,853	2nd Mar.	S'pore P'ang C'bo & B'bay
MANTUA	10,902	5th Mar.	Marseilles & London
KASHGAR	9,005	12th Mar.	M'les, L'don & A'werp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

	Tons	From Hong-kong (about)	Destination
TAKADA	6,949	25th Jan. 1 p.m.	S'pore, Penang & Calcutta
TALAMBA	8,500	30th Jan.	S'pore, Penang & Calcutta
TILAWA	10,000	11th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hong-kong (about)	Destination
ARAFURA	6,000	28th Jan.	(Manila, Sandakan, Thurs. Island, Townsville, B'bane, Sydney and Melbourne)
TANDA	6,956	4th March	
ST. ALBANS	4,500	1st April	

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Haio, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers.
Frequent connections from Australia with the following:-
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Transient Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

	Tons	From Hong-kong (about)	Destination
TALMA	10,000	27th Jan.	Moji & Kobe
MANTUA	10,902	4th Feb.	Shanghai, Moji & Kobe
NELLORE	6,853	5th Feb.	Shanghai, Moji & Kobe
NAGPORE	5,283	7th Feb.	S'hai, Moji, Kobe & Yokohama
SHIRALA	7,841	7th Feb.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WHILE ON ALL STEAMERS.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

AUSTRALIAN-ORIENTAL LINE, LTD.**"Changte" & "Taiping."**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.
VIA MANILA, AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAIL HENCE ON OR ABOUT
CHANGTE	8th February	15th February
TAIPING	11th March	18th March
CHANGTE	12th April	19th April

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

GLEN LINE.

Fare Hongkong to London £82.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENSHIEL" ...	26th January.
Steamship "GLENIFFER" (via Oran) ...	23rd February.
Motor Vessel "GLENOGLE" ...	9th March.
Motor Vessel "GLENGARRY" ...	6th April.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENOGLE" ...	P.M. 22nd January.
Motor Vessel "GLENAMOY" ...	7th February.
Motor Vessel "GLENGARRY" ...	17th February.
Motor Vessel "GLENAPE" ...	3rd March.
Motor Vessel "GLENLUCE" ...	20th March.

For freight and further particulars apply to:

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.
LOADING DIRECT FOR
Marseilles, Valencia, Rotterdam, Hamburg and Scandinavian Ports.

M.V. "FORMOSA" ...	Loading about 30th January.
M.V. "CANTON" ...	4th March.
M.V. "CANTON" ...	25th January.
M.S. "NANKING" ...	31st January.

For further particulars apply to the Agents:
GILMAN & CO., LTD. Hongkong. G. E. HUYGEN, Canton.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m. (No Sunday)
Sailings from Canton: Daily, at 8 a.m. (No Sailings)

ADDITIONAL SAILINGS.

S.S. "TAISHAN" will leave for Canton on Tuesday 18th Jan. at 2 a.m. and from Canton at 3 p.m. same day.
Thursday 20th Jan. at 2 a.m. and from Canton at 3 p.m. same day.
Saturday 22nd Jan.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 3 P.M. daily. (Sunday: 9 A.M. only.)
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 3.30 P.M. only.)

No sailing to Macao on Friday 21st Instant at 3 P.M. or from Macao on Saturday 22nd at 8 A.M.

SUNDAY EXCURSION.

On Sunday 23rd January a.s. "SUI AN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 3.30 P.M.

N.Y.K. LINE**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
TENYO MARU ... Monday, 24th Jan. at noon.
KOREA MARU ... Sunday, 6th Feb.
SHINYO-MARU ... Tuesday, 22nd Feb.
Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama
GINYO MARU ... Saturday, 26th Feb. at noon.
ANYO MARU ... Tuesday, 3rd Mar.

MAKESILES LONDON ANTWERP & ROTTERDAM via Ports.
FUSHIMI MARU ... Saturday, 29th Jan. at 11 a.m.
HAKOZAKI MARU ... Saturday, 12th Feb.
HAKUSAN MARU ... Saturday, 26th Feb.

SYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU ... Wednesday, 23rd Feb. at 11 a.m.
TANGO MARU ... Wednesday, 23rd Mar.

NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU ... Thursday, 10th Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
TAJIMA MARU (Calls Glasgow) ... Saturday, 5th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.
KAMAKURA MARU ... Saturday, 5th Feb.
BOMBAY via Singapore & Colombo.
RANGON MARU ... Saturday, 22nd Jan.

TOTTORI MARU ... Saturday, 29th Jan.
CALCUTTA via Singapore, Penang & Rangoon.
MORIKA MARU ... Monday, 31st Jan.

NAGASAKI, KOBE & YOKOHAMA.
SHANGHAI, KOBE & YOKOHAMA.
MURORAN MARU (Mojik direct) Wednesday, 26th Jan.
KITANO MARU ... Wednesday, 26th Jan.

HAKATA MARU (Calls takao) Wednesday, 26th Jan.
LIMA MARU (Calls moji) Thursday, 27th Jan.

For further information apply to:—NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

M.V. "RABY CASTLE" Sails on or about 19th February.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class 372. 10. Od. "B" Class 266. 0. Od.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "VIMINALE" Sails on or about 3rd February.
M.V. "REMO" Sails on or about 3rd March.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ROMOLO" Sails on or about 8th February.
M.V. "VIMINALE" Sails on or about 4th March.
M.V. "REMO" Sails on or about 5th April.

NATAL LINE OF STEAMERS.

FROM CALOUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta End of February.
S.S. "UMZUMBI" Sails from Calcutta 31st March.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:

DODWELL & CO., LTD.

Central 1030, Telephone Agents.

**LIGNES COMMERCIALES (Cargo-boats)**

Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:

S.S. "D. P. BENOIT" ... 15th February.
S.S. "YALOU" ... 15th March.

S.S. "YALOU" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st January.

SERVICES CONTRACTUELS (Mail service)

Steamers	Sailings from Marseilles	Arr. at Hongkong & sailing for Shanghai & Japan	Sailings from Hongkong for Marseilles
D'ARTAGNAN—A			1st Feb.
SPHINX			15th Feb.
ANGKOR—B		2nd Feb.	1st Mar.
PORTHOS		16th Feb.	15th Mar.
PAUL LÉCAT—A	23rd Jan.	2nd Mar.	29th Mar.
G. METZINGER—A	11th Feb.	16th Mar.	12th Apr.

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's attendance)
A class 1st class 299.00 B class 1st class 235.00
steamers 2nd class 270.00 steamers 2nd class 261.00
Through Tickets to London and leading Towns of Europe.
Accommodations reserved in the Trains at Marseilles.
(Sailings subject to alteration without notice.)

For full particulars, apply to:

Cie. des MESSAGERIES MARITIMES

Telephone Central 740 3 Queen's Building
CONSIGNATION—TRANSIT—REPRESENTATION.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CYCLOPS" ... via Suez Canal 28th Jan.
S.S. "CITY OF JOHANNESBURG" ... via Suez Canal 11th Feb.
S.S. "PELEUS" ... via Suez Canal 25th Feb.
S.S. "CITY OF BRISTOL" ... via Suez Canal 11th Mar.
S.S. "ATREUS" ... via Suez Canal 25th Mar.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Steamers	From	Expected on or about	Will leave on or about	For
Tjikembang	Batavia	25th Jan.	25th Jan.	Shanghai
Tjibondari	Shanghai	24th Jan.	27th Jan.	Java
Tjikini	Java Mear	1st Feb.	3rd Feb.	North China
Tjitaroom	N. China	2nd Feb.	4th Feb.	Batavia
Tjikarang	Batavia	6th Feb.	10th Feb.	Shanghai
Tjikembang	Shanghai	7th Feb.	10th Feb.	Batavia
Tjipanas	Java	13th Feb.	16th Feb.	Saigon, Batavia
Tjibesar	Japan	15th Feb.	16th Feb.	Batavia
Tjibeet	N. China	16th Feb.	18th Feb.	M'ksar & Java
Tjikini	N. China	2nd Mar.	4th Mar.	Batavia

*Via Macassar

*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

HOLLAND EAST ASIA LINE

OF THE
United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. GEMMA ... 29th January.
S.S. ZOSMA ... 26th February.
S.S. OOSTKERK ... 20th March.

Arrivals From Europe.

S.S. OOSTKERK ... 8th February.
S.S. OUDERKERK ... 8th March.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574. Agents, York Building

CONSIGNEE NOTICE.

HOLLAND-EAST ASIA LINE

From AMSTERDAM, ROTTERDAM

HAMBURG BREMEN and GENOA.

The Steamship,

"ZOSMA (7)."

having arrived from the above ports, Consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 24th January, 1927, will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 22nd January, 1927, at 10 a.m. by Messrs. Goddard and Douglas, Hongkong.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatsoever.

Bills of Lading will be countersigned by,

JAVA-CHINA-JAPAN LIJN.

General Agents.

Hongkong January, 18, 1927.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "SPHINX"

from MARSEILLES, &c., also Cargo from La-Pallice, Cognac, &c.

Steamship,

"COMMANDANT DORISE."

In connection with above Steamer are hereby informed that their goods with the exception of Opium, Transure and Valuables are being landed and stored at their risks into the Godown of the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless instructions are received from the Consignees 12 hours before arrival requesting it to be landed here.

Bills of Lading will be countersigned, Goods remaining unclaimed after Tuesday, the 25th instant, at noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the Friday, the 28th inst. or they will not be recognized.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors Messrs.—Goddard & Douglas at 10.00 a.m. on Tuesday, the 26th inst.

No claims will be admitted after the goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hongkong, Jan. 19, 1927.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The Steamship,

"DANMARK."

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the Godowns and/or extra-hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 26th of January 1927, 4 p.m. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Anderson & Ashe on the 24th of January 1927, at 10 a.m.

All claims against the vessel must be presented to the Undersigned before the 28th of January, 1927, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by,

JOHN MANNERS & CO., LTD.

OCEAN STEAM SHIP CO., LTD.

And

CHINA MUTUAL STEAM

NAVIGATION CO., LTD.

Consignees per Company's Steamer.

"MACHAON."

From UNITED KINGDOM via

SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th January.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373. Telegraphic Address: "Victoria."

KOWLOON HOTEL

PREMIER HOTEL IN KOWLOON
Modern Toilet System.
Elevator and Telephones to each floor.
Smoking Room and Saloon Bar. First Class Billiard Table
Recently renovated throughout.

Dinner Dance Every Thursday
Manager's Personal Attention

Tels. K. 608-609. WMHAROLD PERRY
Cables: KOWLOTEL, HONGKONG. Manager

PALACE HOTEL.

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
out. Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:—
"EUROPE"
Singapore.

**HOTEL**

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill**THE EUROPE HOTEL, LTD.**

Arthur E. Odell, Managing-Director.

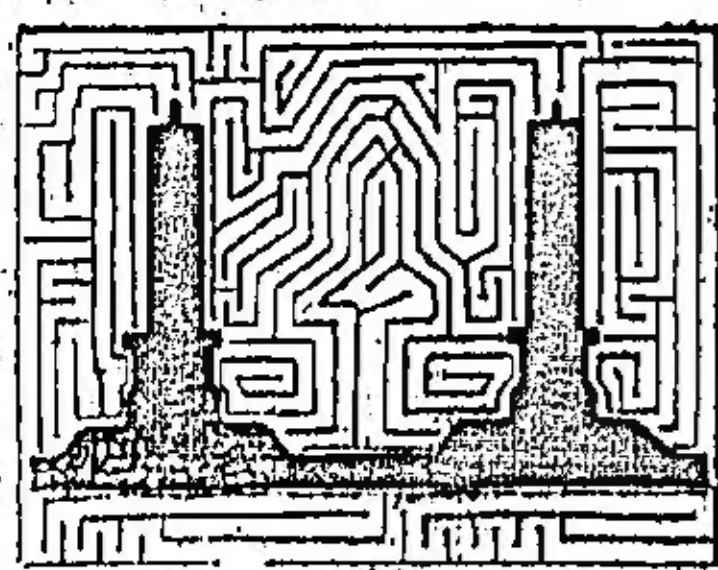
ASAHI BEER

BREWED BY
DAI NIPPON BREWERY
Co., Ltd.
TOKYO JAPAN

Specially Brewed for Export.

Solo Agents:—

Mitsui Bussan Kaisha, Ltd.
HONGKONG.



Below is the solution to last week's
Mystic Maze—the candlesticks:

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

FAMILY OF TRAGIC EMPRESS.



An interesting picture recently taken at the Villa Lequeitio, Spain, showing the ex-Em-
press Zita of Austria with her family.

"IL TROVATORE."

OPERA COMPANY'S
BRILLIANT OPENING.

The Italian Grand Opera Com-
pany opened its short season at
the Star Theatre, Kowloon, last
night with an offering of Verdi's
most popular, most brilliant opera
"Il Trovatore" and the enthusiasm
of the house, which was a good
one, augurs well for the success
of the Company during the remain-
der of its stay here.

All the principal roles were in
capable hands, but the outstanding
success of a superbly played piece
was Signor Caccio as Manrico.
He sang with great feeling
throughout but his rich tenor was
heard to greatest advantage in the
final act which stood out in all its
dramatic beauty. The rendering
with Mlle. Gambino of the duet
"Al nostro monti ritorneremo" was
superb, and in the final death
scene when he accuses Leonora
(Mlle. Gambino), of betraying
his love, and finds she has com-
mitted suicide, the acting and
singing of both called for rounds
of applause.

Mlle. Ciampaglia as Azucena,
Mlle. Bolard as Inez, and Signor
Bellotti as Count Luna were all
in excellent voice, while Signor
Mauceri's rich basso added much
to the success of the play.

The chorus work provided a
splendid background, the Anvil
Chorus being finely interpreted.
This evening the Company is
presenting "Rigoletto" and Signor
Scamuzzi will be the hunchback.

FLOOR COLLAPSES.

FIREMEN HAVE NARROW
ESCAPES.

While Mr. C. G. Moss, assistant
station officer of the Hongkong Fire
Brigade, together with a Chinese
sub-officer and a driver, were
examining the debris on the top
floor of No. 136, Jervois Street
after a fire which broke out there
yesterday had been overcome, the
boarding collapsed, and the three
men dropped on the next floor.
Immediately firemen rushed to the
rescue, when it was found that Mr.
Moss and the driver were buried
up to their waists whilst groans
were heard proceeding from a heap
of material, which had almost com-
pletely buried the sub-officer.
After a good deal of hard work,
the sub-officer was dug out, not
much the worse for his fall. Ex-
cept for nasty bruises none of
the others were injured, but they
were taken to the Government Civil
Hospital for treatment.

The Brigade was on the scene
three minutes after the alarm
had been given and engines were
sent from Kennedy Town and Wan-
chai. The flames were attacked
from three different positions, and
in an hour's time the stop signal
was given. The house was seriously
damaged by fire, but the flames
were prevented from spreading, ad-
joining houses being only damaged
slightly by water.

Immediately the engines had re-
turned to the station, a call was
received from a house in Jubilee
Street, next to the Fire Station,
but this small outbreak was con-
trolled before much damage had
been done.

**SERIOUS HANKOW
RUMOUR.**

(Continued from Page 1).

SHANGHAI PRECAUTIONS.

BARRICADES AT FRENCH CONCESSION.
That the French Municipal au-
thorities intend to co-operate with
other local administrations in sup-
pressing agitation, as suggested
by the recent cables from the
Home government to all French
Consular authorities in China, was
evidenced in a speech made on
Monday last by M. Naggiar,
French Consul-General, and in the
erection in conjunction with the
Shanghai Municipal Council, of
barricades in certain sections of
the city.

At various strategic points in
the Concession strong iron gates
which may at any time be closed
against the mobs seeking to en-
ter the French Concession are be-
ing constructed. At each of the
Avenue Edward VII intersections
the French Municipal authorities
have, by arrangement with the In-
ternational Settlement authorities,
commenced erecting barricades.
These are to extend from the Bund
to Thibet Road, an area covering
the principal lines of communica-
tion between the two Settlements.
In the past Avenue Edward VII
was always a danger spot due to
the fact that separate control of
the two Settlements offered a
means of escape to the unruly who
frequently used this thoroughfare
solely because of this fact. The
present measures for defence will
undoubtedly overcome this.

M. Naggiar addressed the Pro-
visional Municipal Administration
Commission, a recent acquisition
to French Settlement control, at
their first meeting on Monday
afternoon. He described the pre-
sent situation as critical and one
which necessitated the closest co-
operation between all parties who
shunned disorder in any shape or
form.

**GENERAL STRIKE
"INQUEST."****COUNCIL OF T. U. C. UPHELD.**

London, Jan. 21.
By a large majority, the Confer-
ence of the Executives of the
Unions affiliated to the Trades
Union Congress carried a resolu-
tion supporting the action of the
General Council of the Congress in
calling off the General Strike of
last May.

The Miners' Federation had
moved an amendment that the re-
ports made by the General Council,
justifying its action, and a state-
ment made by the Miners' Federa-
tion censuring the General Council,
should be submitted to a vote of
the members of the Unions.
This amendment was ruled out of
order by the Standing Orders
Committee, on the ground that
conference of the Trades Union
Executives had given the Council
a mandate for the general strike
and such Conference should decide
the endorsement or otherwise of
the action taken by the Council,
in calling off the strike.

Mr. J. R. Clynes, former Labour
Minister, closed the proceedings
with a conciliatory speech, in
which he pleaded for sinking of
all differences.—*British Wireless.*

EUROPEAN DEATHS.**THREE PLANTERS SUCCUMB.**

An Ipoh message of January 14th
states that following the death at
Batu Gajah hospital last week of a
young planter named Bamber, who
came out recently, a report from
Taiping Hospital records the death
of another recent arrival who was
planting in Larut, named C. Robin-
son, of Tring, from fever.

This makes the third young plan-
ter lost in three weeks, including
Mr. N. Booth, who was drowned in
the floods.

A young European named Bam-
ber has died in the Batu Gajah
hospital, reports the *Malay Mail*.
He was 27 years of age. It is
stated that he was the son of the
late Captain Bamber, of the B.I.
Steamship Co., and was educated
at St. Paul's School, London. He
was an ex-Serviceman and came
out to this country after the war
as a planter, but lost his work in
the slump. Since then he has had
a precarious existence and died in
extreme poverty.

SCIENTIFIC FILMS.**YESTERDAY'S SHOWING.**

Modern inventions have placed
many facilities in the hands of the
educationalist, and undoubtedly
one of the most valuable of these
is the cinematograph film, as was
demonstrated in yesterday's lec-
ture at the University, before a
large audience, comprising doctors
and students.

Last night's exhibition was
given under an arrangement with
the China Imports-Exports and
Bank Company, and although there
was much publicity given to
"Guttaplast" and "Leucoplast,"
two medicated plaster bandages,
the utility of which was explained
for a wide range of ailments, the
"special scientific film show" as it
was described, was certainly
instructive in regard to the proper
and correct methods of using
surgical bandages, and regarding
protein therapeutic treatment with
the aid of still another composi-
tion termed "Aolan." Finally a
well-known tooth-paste was pro-
vided, through an animated cartoon,
to be a very sure agent for off-
setting dental decay and tooth-
trouble.

KWANGTUNG MINES.**UNWORKED CONCESSIONS
CANCELLED.**

Mining development in the pro-
vince being hampered (says the
Canton Gazette) by the retention
of rights by old concessionaires
who for various reasons have
ceased to work mines. Following
a recent investigation by the Pro-
vincial Department of Industry, it
has been ascertained that work
on over 150 mining concessions
has either never been started or
has ceased. The Department has
therefore decided upon the drastic
measure of cancelling all unwork-
ed concessions.

Opportunity is now open to those
interested in mining to apply for
lapsed or new concessions, a list
of which is available for public in-
formation at the Department of
Industry.

Entertainments.**TO-DAY ONLY.**

at 2.30, 5.10, 7.15, and 9.20 p.m.

ERNST LUBITSCH

presents

RONALD COLMAN, MAY McAVOY,
IRENE RICH & BERT LYTHILL

in

LADY WINDERMERE'S FAN.

STARTING SUNDAY

THE MIDNIGHT SUN**QUEEN'S****TO-DAY ONLY.**

2.30, 5.15, 7.15 and 9.15 p.m.

RICHARD DIX

in

"MANHATTAN"

TUESDAY & WEDNESDAY NEXT

THE THIEF OF BAGDAD.**WORLD****TO-NIGHT at 9.15 p.m.****SIGNOR CARPI'S****GRAND OPERA SEASON****RIGOLETTO**

PICTURES 5.15 to 8.45

TOM MOORE

IN

FROM THE GROUND UP.

STAR**EXCHANGE RATES.**

Paris	Rugby, Jan. 21.	122.7/16
Genova		25.10
Berlin		20.46 1/2
Oslo		19.04
Helsingfors		19.24
Rio		6.25/32
Shanghai		2.0 1/2
Brussels		34.90
Madrid		112 1/2
Copenhagen		18.21
Prague		163 1/2
Lisbon		2.17/32
Bombay		1/6 1/2
Yokohama		2/0 3/32
New York		4.85 1/2
Amsterdam		12.13 1/2
Stockholm		18.18
Vienna		34.44 1/2
Madrid		29.97 1/2
Buenos Aires		46 7/16
Hongkong		2/0
Silver (spot)		26 1/2
Silver (forward)		26.15/15

—British Wireless.

A Sunbury resident has declined
to remove the floor-mark in his
wall, which the council thought
would discourage building opera-
tions.

An Exchange Melbourne mes-
sage states that a B.I. providing for
compulsory voting in the Victo-
rian elections in April has been in-
troduced and provides penalties
for not voting.

Two pounds a week is the rent
of a coffee stall vacant land be-
longing to the City Corporation.
Cloth Fair, close to Smithfield
Market.

Professor of Greek at Swansea
University College, Dr. Enrys
Evans, has been unanimously
elected principal of Bangor Uni-
versity College.

Declared at Wick, the result of
the third poll under the Temper-
ance (Scotland) Act was: No li-
cense, 1,424; repeal, 876.

Captain Ian Fraser's Bill to pro-
vide 25,000 blind persons with free
wireless licenses has received
Royal Assent.

**"Gets-It" Removes
CORN**

Quickly
Stops All
Stinging
Instantly

Every man or
woman who still
has corns on cal-
luses ought to try
"Gets-It" and see
how marvelously
it works. Corn
pains stop. The
corns or calluses
shrink and disap-
pear. It comes out
complete and gives
blessed relief.
Your satisfaction
is guaranteed.
Sold by all Chemists & Grocers. Costs but
a trifle. E. Lawrence & Co., Chicago,
U.S.A.

